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model car Science

SEPTEMBER 1966

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OUR READERS BUILT



SURF WOODY



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A.A.R. EAGLE



DRAG-U-LA



MUNSTER KOACH

RETAILERS: SEE PAGE 65
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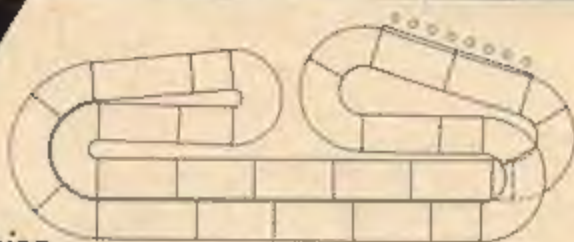
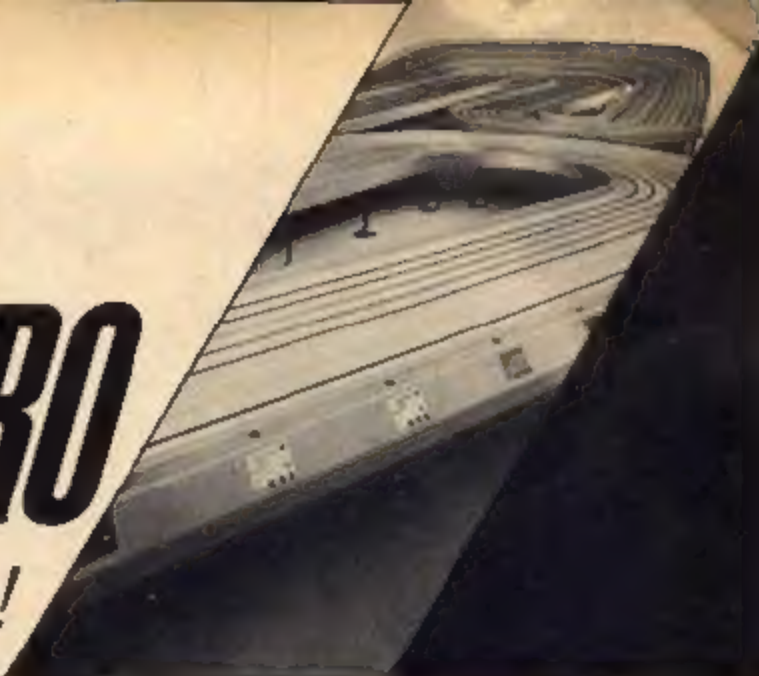
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MODEL CAR SCIENCE is published monthly by Delta Magazines, Inc. Executive offices and Subscriptions, 171 Barrington Place, West Los Angeles, California 90049, Telephone GRanite 6-2831. Single copy price: 35 cents. Second class postage pending at Sparta, Illinois. Subscription rates: 12 issues for \$4.00, U.S. and possessions, 12 issues for \$5.00, all foreign countries and Canada. All editorial contributions and advertising inquiries should be addressed to Editor, *MODEL CAR SCIENCE*, 171 Barrington Place, West Los Angeles, California 90049. Unsolicited contributions should be accompanied by return postage and Delta Magazines, Inc. assumes no responsibility for loss or damage to such unsolicited material. Printed in U.S.A. Copyright 1966 by Delta Magazines, Inc.

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DELTA MAGAZINES, INC.

Don Werner
Gordon Behn
PUBLISHERS

D. L. Ruth
PRODUCTION DIRECTOR

model car *Science*

Volume 4, Number 9

September, 1966

MODEL MAIL	6
Words from the outside world.	
THE WORD FROM THE PIT	12
The outside world as seen by the Phantom Thumb.	
NEW TO SCALE	14
More good stuff to come across the counter.	
SO YOU WANT TO RACE A GHOULIE?	18
How to go toolin' with the weird ones.	
PROJECT PICKUP	24
The end of the trail for the Lil' Dude.	
SCREAMING WITH THE EAGLE	27
The new Gurney-Shelby Bird, in 1/24 and full-size.	
MR. FORD'S J-HONKER	32
The American Le Mans Creamer d' Competition.	
MCS MODEL OF THE MONTH	35
More tuff wheels from the top modelers.	
CUSTOM GULLWING IN 1/12th SCALE	38
Fender-bending the Big Mercedes.	
GO CLEAR PLASTIC WITH HO	40
Vacuum formed bodies for the wee ones.	
THE BLUE COOL	42
A new face for a tired Valiant.	
HUSTLING HONDA	44
Moving with Testor's new GP machine.	
SUMMER'S COMERS	46
At the head of the pack with Revell's mid-year lineup.	
ADD A GLOW TO HO	49
Working lights make for better wee realism.	
MINI-TOOL WRIST KIT	50
How to wear a little fix-it thingie.	
THE GAS GULPERS ARE COMING!!	51
The G.P.S.R. cars go after the 'electric chargers.	
THE LEGEND OF LITTLE ORVAL	56
More pure drivin' from the MCS Weird-Brains.	
INDY SCREAMER	62
Tracking Strombecker's Lotus 38	
OUT OF CONTROL	66
What some snarfers say we look like.	

ON THE COVER — Is MCS short on couth, or just long on boss? Without a stuffy doubt, somebody's going to call us raunchy for racing the wild Barris-built cars. But, why shouldn't we run 'em? They're scale versions of real machines... and they make for fun, which is the main reason why people race anyway. Right!



DYNAMIC NEWS

THE WORD FROM DYNAMIC MODELS... WORLD LEADER IN MODEL RACE CAR ACCESSORIES

Vol. 2, No. 9

Van Nuys, California

September, 1966

DYNAMIC EXPLODES AGAIN... AND AGAIN...AND AGAIN!!

Look At This Sensational Record Of Big Event Winners

575 TEAMS
FROM OVER
100 RACING
CENTERS

WINNING TEAM:
Howard Rice
Nimi Rice
Jim Morita
Michael Meyer

MODEL CAR
RACING
CHAMPIONSHIPS
CHICAGO
MAY 1, 1966

Sponsored By:
Happy Hobbies Track
Evanston, Illinois
Owner: Andy Sullivan

It all started in Denver when a "DyneMits" chassis won first place. In San Francisco, modelers using Dynamic chassis and accessories dominated all regional events and in the finals took second, third, seventh, eighth and ninth places. In Los Angeles, the winning team won the main event by eight laps after over-coming a sixteen lap handicap in a 400 lap event.

Now the most amazing results of all. In the Ford Motor Company/American Model Car Racing

CONTESTANTS
FROM
SOUTHERN
CALIFORNIA

WINNING TEAM:
Bruce Erickson
Hap Ponce
Randy Papp
Robbie Pritchard

SOUTHERN
CALIFORNIA
MODEL RACING CAR
CHAMPIONSHIPS
LOS ANGELES
APRIL 3, 1966

Sponsored By:
Checkered Flag Track
Tujunga, California
Owner: Stan McIntosh

CONTESTANTS
FROM 11
WESTERN STATES

WESTERN
MODEL CAR
CHAMPIONSHIPS
SAN FRANCISCO
NOV. 28, 1965

Yamaha Extra Motor
Prize won by:
Gordon Nelson

CONTESTANTS
FROM ALL THE
ROCKY MOUNTAIN
STATES

DENVER
AUTO SHOW
MODEL CAR
GRAND PRIX
NOV. 13, 1965

Yamaha Extra Motor
Prize won by:
Garry Davidson

Congress Contest Finals in Chicago—Dynamic equipment (chassis, wheels, tires*, axles, guide flags) was used by winners in the following events: FINALS—First, Second, Third! SEMI-FINALS—First, Second, Third! TROPHY DASH—First, Second, Third! CONCOURSE—First! FIRST CONSOLATION—Second, Third! SECOND CONSOLATION—First!

*Approximately 2/3 of all winning cars used our new "exotic" rubber wheel and tire (Catalog Number 663).

Here is proof positive that the top drivers, when they want to be sure of winning, will use Dynamic Accessories wherever rules will allow. These same accessories are just as easily used by the beginner.

Look for the colorful Dynamic Displays at your local track.

SEND 25¢ FOR COLORFUL, FULLY ILLUSTRATED CATALOG TO DEPT. MCS 96

DYNAMIC MODELS, INC.

13755 SATICOY STREET, VAN NUYS, CALIFORNIA

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New Russkit Porsche Camera Wins Again!

We just started getting this hot new sidewinder out when the reports started bombing in! It's winning the big ones... it's setting new records... and it's swamping us with re-orders! It's our hottest one yet! With its new "23" motor... its new "belly pan" chassis... it looks like Russkit engineers have designed the car of the year.

R
russkit

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American Russkit Company / 6368 Arizona Circle / Los Angeles, California 90045

MODEL MAIL

CAN'T GET THAT PICTURE!

I have been building models for three years, and still can't get a good sharp photo of my cars to send you for your contest! Is there a special camera for this kind of photography?

Mark Ettles
Erindale, Ont. Canada

We suspect that you are too close to the car, Mark. Most standard camera lens won't focus sharply if you get closer than 3 feet to your subject. You can, however, purchase low-cost close-up lens for your camera. Kodak makes a fine one, available singly or in sets. You'll need an adaptor ring for your camera, but this too, is fairly inexpensive. There are complete instructions with the "Porira" lens, as they are called, and they'll enable you to get close enough to your model to get a clean, sharp photo.

We've received enough letters like yours to feel that an article is long over-due on this subject.

POWER BRAKE DILEMMA

I am building a home track, powered by a 12 volt car battery, as suggested in your recent track building article. I'd like to use power brakes for my cars. How do I go about adapting them to the track?

Rickey Anderson
Belmont, Mass.

You don't connect the power brake unit to the track, Rick, you connect it to the hand control wires. A power brake unit can be used on any track that is wired for dynamic braking, such as the one in our recent article. All commercial tracks use dynamic braking, so your power brake kit can be used at any of them.

If you need information on how to hook your power brake to your controller, check the May, 1966 issue of MCS, pages 22-24. This story tells what power brakes are all about. The wiring diagram on page 44 of the same issue helps still further.

Incidentally, for those of you who desire information from back issues, they are available. Simply send your name and address, plus 50 cents for each issue wanted, to MODEL CAR SCIENCE, 131 Barrington Place, Los Angeles 49, Calif. Don't forget to mention the specific issue you want. Most of our issues have a special order blank, somewhere in the book, especially for this, so check it out.

Continued on page 8

SLOT SHOPS

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Kit Illustrated

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#1951K \$9.95

NEW! "SPRUCE DEUCE WOODY" BODY. Here's a far out Surfer Woody for the modeler who wants something that will stand out anywhere! Molded in clear, flexible Pactron with simulated wood paneling on the sides and back, dual carb super charger set into the hood and eight pipes coming out of the sides; a real surfer's dream! Here is a chance to go WILD with color and come up with a real show car. The Spruce Deuce Woody is designed to take even the largest 1:24 scale motor.



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OF THE
MONTH**

o pactra

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Continued from page 6

THE BASICS OF SLOT RACING

I'm brand new to the sport of twitching your thumb. The assortment of power brakes, ball bearings, and especially cars, makes it very confusing. Do you know of a book that gives the basics of slot racing?

Robert Henningsgard
Hopkins, Minn.

We sympathize with you, Bob. It really must be confusing to the new-comer. The best book on the subject that we know of (hmmm?) is the 1966 **MODEL CAR RACING HANDBOOK**, on sale at most newsstands for only \$1.00. This really gives you the low-down on racing.

PHOOEY ON THOSE "PUTTY PLUGS"

In recent issues of your mag, we have discovered many cars passed off as "customs." Most of these cars (?) look like wet chunks of putty with wheels tacked on.

We have nothing against custom cars, when the design is executed properly (such as your Batmobile) but many of these so-called "customs" would look much better in stock form!

The classic lines of the older Fords and Chevis are completely ruined by quad headlights, grills that look like madman's teeth, fins that would put an airplane to shame, and an overdose of body putty.

Our club builds nothing but drag machines. We have won quite a number of trophies and honorable mentions in the local contests. We have been beaten by the customs, but we feel that a car does not have to be hidden by putty to be good.

David Lewis
Garry Hetzog,
THE FENDER BENDERS
Passaic, N.J.

Well put, fellas. You make a number of good points. The "proof positive," however, that you're right, is to let us get a gander at some of your machinery. Why not send a few black and white photos in to our monthly contest? I'm sure a lot of our readers would enjoy looking your equipment over.

HERE'S A SURPRISE FOR REVELL!

Somebody made a mistake! In your "Project Pickup" article, you said you use a Revell '29 Ford pickup. Revell doesn't make one of these trucks, according to my hobby shop owner. Would you check that out for me, because maybe he was wrong.

Keith Gould
Fullerton, Calif.

Yup, he's wrong all right, Keith. Revell checked their production line, and sure enough, there actually was a '29 pickup going along, just like they thought. Everybody breathed a big sigh of relief over there. Tell your hobby shop dealer to order Revell's '29 Ford pickup, kit number H-1272, priced at \$2.00.

Continued on page 10

Winningest Seat at the Raceways!



It's the seat that controls the Monogram Racer • Look for it on the lead lap and see these new winners at your favorite store.

Two superb new racer kits with all of the fine makin's and performance expected from Monogram plus an exciting futuristic Ready-to-Run model in the Tiger RR Series.



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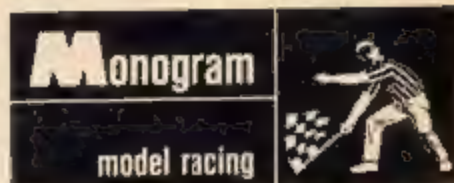
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7611-B Madison, Paramount, Calif.

PIRANHIA MARK II

COMING SOON FROM



**INVEST IN
U. S. SAVINGS BONDS
NOW EVEN BETTER**

Continued from page 8

WAX 'EM RIGHT CHARLIE!

I've got problems! Although the paint on my static models looks good, thanks to your great "how to" paint articles, I am having trouble waxing the shell. It is difficult to rub the wax out that has been applied in corners with compound curves, such as the sharp inside bends in fenders, etc. How can I get at these places?

Ted Wilgrube
Galesburg, Ill.

Easy enough, Ted. Skip down to your local drugstore and buy a box of "Q" Tips. These are short pieces of wood sticks, similar to a matchstick, with cotton swabs on one end. They are great for getting into those tight corners.

TRICKS FOR THE TRUCK

Here are a few ideas for "Project Pickup." How about chopping a hole in the top (sunroof you know), then building a "lip" around it with putty. Also, you could add fins, either straight or in "bat" tradition.

You put out a cool rag, man. Keep up the good work — and keep that price down!

Greg Alexander
Commerce, Calif.

Unfortunately we are wrapping up the pickup article, this month. However, there are so many good ideas still coming in that we have decided to run a really comprehensive article in the very near future, utilizing all of the unused ideas. Watch for this one.

CONVERSION CONFUSION

Can a 1/32 scale track be converted to take 1/24 scale cars? If so, can any type of 1/24 car be used? What type of controllers should I use, and how many volt transformer is needed?

Randy Pister
Yorkton, Sask. Can.

The only thing that would keep you from racing 1/24 cars on your 1/32 track, Randy, would be the width of your 1/32 track. If it is fairly narrow, the longer 1/24 scale car would have

a tendency to drop its rear wheels off the edge of the track, when a "drift" is set up by the driver. Most 1/24 cars use a "hotter" (less resistance) motor than the 1/32 jobs, and should be used with a 12 or 15 ohm controller. Most 1/32 cars use a 30 or 45 ohm unit. By all means, don't go over a 12 volt transformer. This goes for 1/32 and 1/24 scale cars.

HO IN INDEPENDENCE

Here in Independence, we have what we believe to be the largest HO track in the U.S.A. It is over one scale mile (60' 6"). Interest in HO racing here is absolutely fantastic.

Our hobby dealer owns the track, and racing is FREE! How's that for a good guy?

We do everything to our cars that the "big scale spenders" do, and more. We have built sidewinders, swing pickups, and independent front wheels. Sure, we use special "goops" on our HO slicks. As a matter of fact, we might be able to improve on that tobacco juice the big guys use!

I plan to enter HOCCI soon, since they are the only guys around who seem interested enough in HO to actually do something for the sport.

You people should print more HO articles. I admit that you do better than the other mags, but there's still a definite shortage of good meaty articles.

Is there a Mabuchi motor on the market small enough to fit an HO machine?

Rocky Naff
Independence, Kans.

Thanks for the info on your great track, Rocky. Congratulations to your hobby shop dealer for his progressive minded handling. It's a pity more dealers don't do this.

We try to balance each issue off with articles to suit the wide variety of interest shown by our readers.

We know of no Mabuchi small enough for a custom installation in an HO "scratchbuilt" chassis. Sorry!



'32 Pierce Arrow Convertible



'32 Lincoln Convertible



'30 Packard Coupe



'31 Cadillac Towns Car

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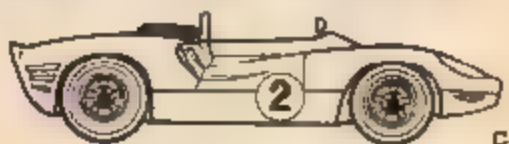


DODGE DEORA—wild pickup truck, loaded with Alexander Brothers-designed custom options you wouldn't believe. A \$2.00 kit that looks like a million.

HIS 'N HERS—Way out kit of the way out Mustangs specially customized for recording stars Sonny and Cher. Build either "the his" or "the hers" model. \$1.70.



WILD 'N WAY OUT... AMT'S FIRST-FOR-'67 KITS



AMT's first again with wild, exclusive 1/25th-scale kits for 1967. Each one's loaded with AMT's kind of customizing options . . . the kind that really puts the "custom" into customizing.

There's plenty of "chrome" and color parts, and lots of engine, front and rear end variations. Naturally, as with every AMT kit, each part is authentically detailed and completely realistic. And every part fits!

Go get 'em at your favorite department store or hobby shop now. And don't forget your supply of famous AMT spray lacquers to add your own custom touch.

Watch for other kits in AMT's '67 line. Get 'em even before the big cars are in the showrooms!

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Start your "collector's corner" with these 1/24th-scale kits of famous racing cars.

- A. CHAPARRAL
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THE WORD from the PIT

By SPEEDY GONZALES
(Fastest Thumb in the West)

The All Wise Leader, our little boy editor who keeps us plugging away in the face of oncoming disaster, once gave out a bit of child-like wisdom that's supposed to help on really bad days. To quote J.B., one of the world's greatest word-benders, the advice goes some thing like this: "There're a few absolutely rotten things around here that just ain't going to get better. So the best thing we can do is to hold our noses a little tighter and keep on working!" At the time, J.B. was talking about the strange odor coming from underneath the watercooler. However, and a bit more seriously, his advice is good stuff when you have to face any number of never-ending problems. Which leads me to this month's verbal blast.

The slot world has got a problem! It's had this same rotten problem from the day it first made the scene. Ok, so what's the gripe? Well, in case you haven't noticed, everybody keeps on kicking the great sport of Thumb Bending right square in the knuckle! And I for one, can't stand it any more!

First of all, hundreds of would-be fortune tellers continually predict that Slot Racing ain't long for this world. Lot some scurvy race-adrone fold up, and a flock of nuts start screaming that the sky is falling! Then a few small-time manufacturers throw in their torn towels, and soon all kinds of people who should know better start biting their nails. Everybody starts to panic (all the while forgetting that it's the same old story all over again).

Now, while we're getting regularly whumped across the thumbs by the scared guys, up run the organizers to get in a few good swings. These are the sincere, well-meaning, and far-sighted heroes, who predict nothing but disaster unless we all band together in a nationally unified racing organization. Maybe they're right. They also insist that we

adopt a unified set of rules. Great idea! But the question they never get around to answering is, specifically, whose organization are we to join and by whose rules are we going to race. Nobody knows. All you get is the same old song and dance called "One-of-these-days-we-gotta get together cha-cha-chu."

If you've been in the sport long enough to learn to stomach all this mazz, you'll survive. But what about the new guys, who might think all this static is far real and decide not to get involved with slot racing, even as an occasional pastime, if not a full-time hobby? They're going to lose out, with nothing to do on a night off except watch the mold grow on their eyeballs by the light of the ol' boob tube. And that, in a word, is sad. And it's doubly sad, when you realize that if the new guys stop joining the action, you better get used to the idea of racing on a small home track.

By the unrelenting laws of economics, a quality racing center needs a steady stream of new guys to convert to hot thumbs, if it's going to stay in business. This may sound rather cold and cash-conscious, but that's life in the real world. So, if you like that racing place you go to, tell somebody and next time bring a friend or soon you may be staying at home.

All of this brings me to the latest angle on our perennial problem. There is an organized movement afoot, at least in New York City, that hopes to stomp out commercial centers. Honest! They call it relocating the centers, but they actually mean killing them. Here's what's going on. A group of very nice civic-minded people sincerely believe . . . in the East Flatbush section of Brooklyn

that raceways are wicked! Consequently, they've petitioned the Mayor, Mr. John Lindsay, to outlaw them from the City. You laugh! But, he just might do it. Right now, the City Planning Commission is considering the issue, stupid as it may seem. And somebody has got to set them straight. So, if you believe that the New York slot fans have a right to race in town, without going all the way to Coney Island or Palisades Park, please send a cheap little postcard saying so to: *The Hobby Industry Association of America, 200 Fifth Ave., New York 10, N.Y.* Tell 'em we care! They hired an attorney to defend Slot Racing, and it just might help his case if he can carry in a few hundred thousand votes from the people who actually do the racing.

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Detail for detail, it's the Mustang II, the Ford Hoss that started the Detroit stampede... now a Master Models kit from IMC in 1/25th scale action thrills in detail opening doors, hood and rear deck lid folding seats and workable steering. Plus enough custom options to go boss show car. While not recommended for beginners for \$2.00 it's a great kit to learn the business with. Try it on for size.



Catalog collectors can get one of the best yet by just writing Revell. Almost a work of art, it's stacked with 48 pages in full color, listing nearly every model and slot racing goodie in the long Revell line up. Lists all prices, part numbers, and specific details for each item... plus fact-notes on the full-size counterparts. Send your request to Mr. David Pepin, Manager Consumer Service Revell, Inc., 4223 Glencoe Ave., Venice, Calif. 90291.



A portable lap counter that can handle up to eight lanes, can't blow a fuse or burn out (cause it's mechanical) just won't miscount, will last almost forever, and is inexpensive (\$180)... the Durant "Dur-Lap" traffic-checker. Each lane records up to 9999 laps and can be zeroized instantly. Specially contoured "flexi-finger" counters can't bounce or wump your car. More specs available from the Durant Company, Dept. MCS, 37 Thurbers Ave., Providence R.I. 02905.



A real track sweeper, with its long, low shovel nose, the Vamp is a new tomorrow-type RTR from Monogram. Done in 1/24th, it's powered by the new Tiger Super X 220S motor, and sports a one-piece vac-body painted inside in either glow yellow or blood red with contrasting aluminum-colored grille. Ready to start the kiting for \$12.



HO racing goes big size with Aurora's new commercial layout. No more stay-at-home for the "wee" cars! A first for the commercial racing scene, the Aurora rig, which measures 5-1/2 by 12 feet, features all the hard-core quality of the bigger scale tracks, specially designed for the often-forgotten-but-ever growing HO trend. More info available from Aurora Plastics Corp. Dept. MCS, 44 Cherry Valley Road, West Hempstead L.I., N.Y.

ZOT

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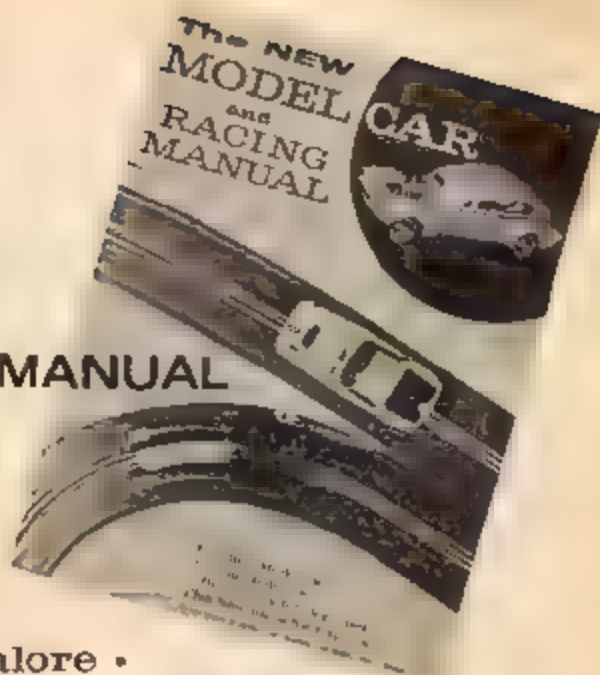
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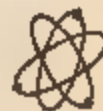
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SO YOU WANT TO

YOU HAVE TO REALLY LIKE ATTRACTING ATTENTION,
IF YOU AIM TO MOTORIZE ONE OF THE WEIRDOES

By Bob McCalla

Before you get all excited about Ghoulie racing, maybe you'd like to know just what we're talking about. Well, if you've been tuned-in on MCS lately, you know that "Ghoulie" translates as a show car that's more than just boss, gear, or grooves. It's part of the MCS "language", the only "speak" that does true justice to the Barris-type personality cars that are nothing but big on the custom show circuit.

A Ghoulie is a car that always gets a second glance, mainly because it zips you right between the eyes the first time

around. And if a Ghoulie is all that good just standing still, imagine what it could do to the action watchers if it were spraying sponge dust around a track! Here's where the idea of holding a Ghoulie Race really hit us. And if you thought the MCS Toolers were beyond

A Ghoulie is kinda like a Tooler which means it's one car you wouldn't want to run in a crash-n-burn. And all that fancy plastic makes for nasty nerfs. But for fun-colored racing, it's hard to beat the Barris-built cars.

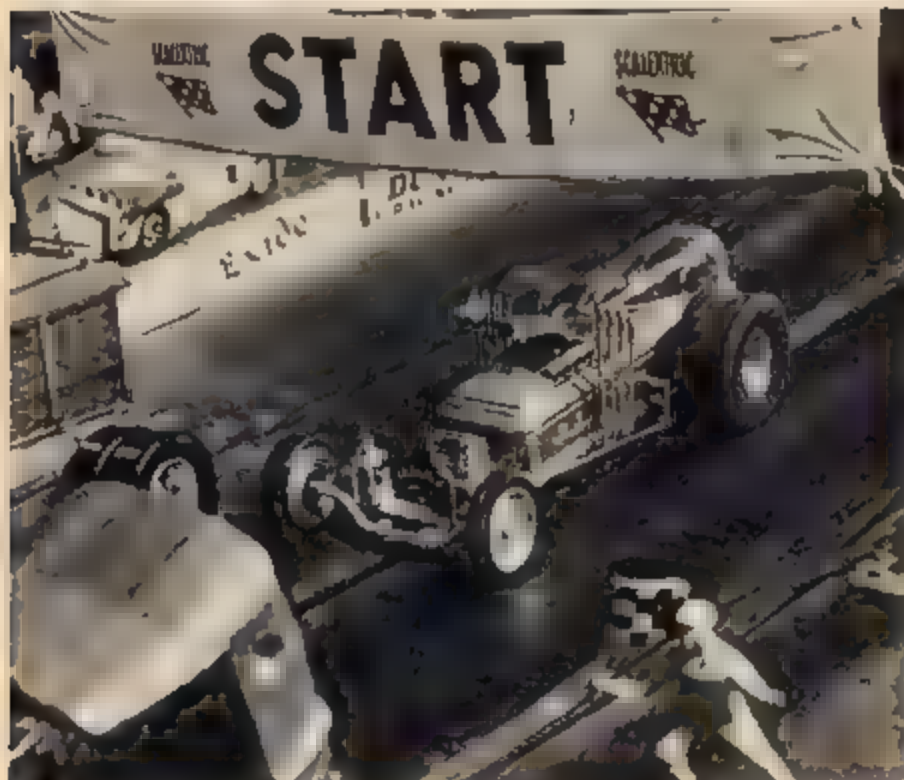
out-of-sight, you should try toolin' with a Ghoulie!

For the sake of finding a place to start in the building of our Ghoulie stable, we picked four of the AMT Barris-built Star Car kits: the Surf Woody, the Munster Coach, the Drag-U-La, and the ZZR Rod. And to keep the project cheap, we decided to set up the running gear assembly basically the same for the whole line up.

Each machine is powered by a Strombecker "Skuller" motor, lifted along with the chassis and all the works from



RACE A GHOULIE



Why should you seriously consider building a "Catch-a-Ghoulie-if-you-can Race"? Well, first of all, it's something to do; and second of all, AMT will think you're a cool head.

a handy Brabham. However, only the Woody rides with the chassis. The Drag-U-La sports a scratched-to-fit tube rig, while the Koach and the ZZR carry only the motor and rear-end assembly bolted to their under-carriages.

To start, we'll tackle the Drag-U-La. First disassemble the motor, gears and rear axle from the Strombecker chassis (or whatever you decide to use). Replace

the tires-n-wheels with a pair of those fat Classic skins. Now, assuming that you've built up the Drag-U-La body, turn it over and position the motor assembly so that the oilite bearings rest on the two slots in the rear. This area is to be cut out with a hobby knife right up to the top rim of the casket, the body should slip easily over the motor and axle.

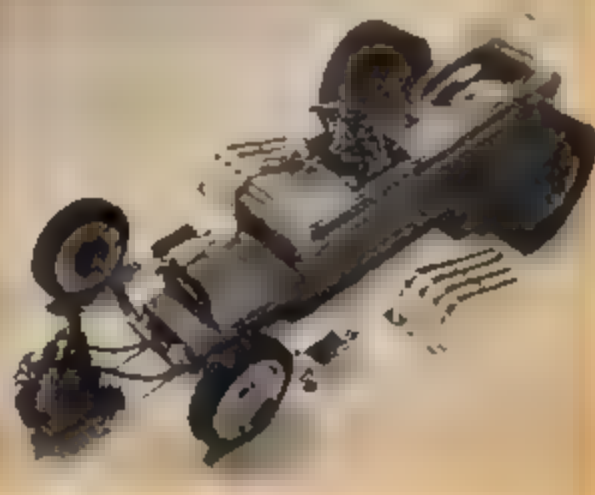
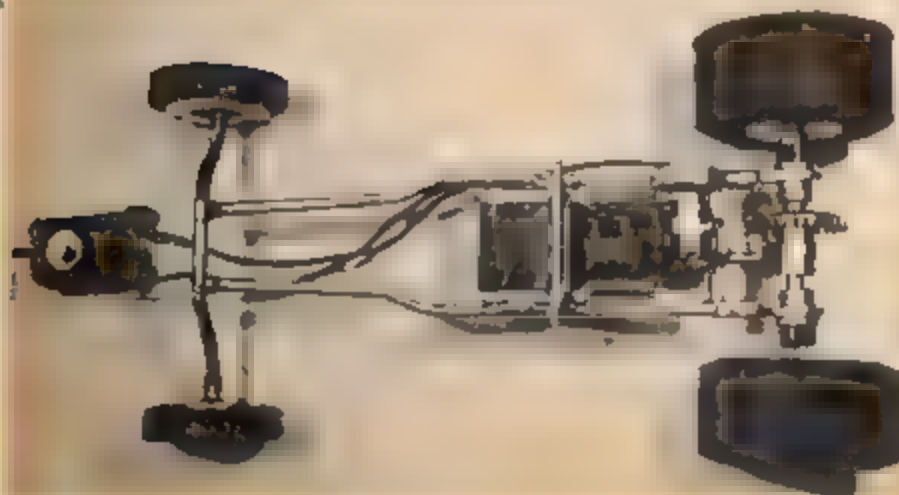
To work up a tube frame, first meas-

ure the distance from the rear axle to about a half inch beyond the front of the casket. Cut two pieces of tubing the same length and solder them to the motor assembly. This will form your main frame base, to which the front axle will be soldered.

For front end skins, get a pair of O-ring types with ballbearings (International has 'em). The axle should be shaped, from 1/16th brass tubing, to match the lines of the plastic axle in the kit. Then, cut two small pieces of 3/32nd tubing, which will fit snugly into the ballbearing races, and solder them to the ends of the axle. With a bit of Loctite, work the races into the wheels and let them set up. Now solder the two frame rails to the axle and the running gear portion is finished.

As for body detailing, you obviously can't use the complete Drag-U-La kit mill. So, assemble only the manifold, valve covers and carb. When finished, place it over the engine opening in the casket and cement. The pickup is mounted between the headstone nameplate and the Moon-type gas tank. Cut

Smaller by far than the other Ghoulies from AMT, the Drag-u-la needs a scratched frame up front, but still uses the same power assembly on the rear. To mount the pickup, drill a hole thru flat area just behind headstone.



All of the Ghoulies sport Strombecker's Scuttler motor, lifted along with the rear axle, gears and mounting bracket from their Brabham F1 kit. On the Drag-u-la, the rubber and wheels are from Classic.



Up front on the Drag-u-la, the axle is shaped to match that in the AMT kit. Scratched from 1/16 brass tubing, it fits into two stubs of 3/32 tubing mounted on ballbearing wheels from International Eng.



Both the Munster Koach and the ZZR can be motorized with the Scuttler unit and rear power assembly. Two screws mount the front of the motor to the undercarriage.

a hole the same diameter as the pickup shaft and insert the shaft. Secure with the brass collar and the job is done.

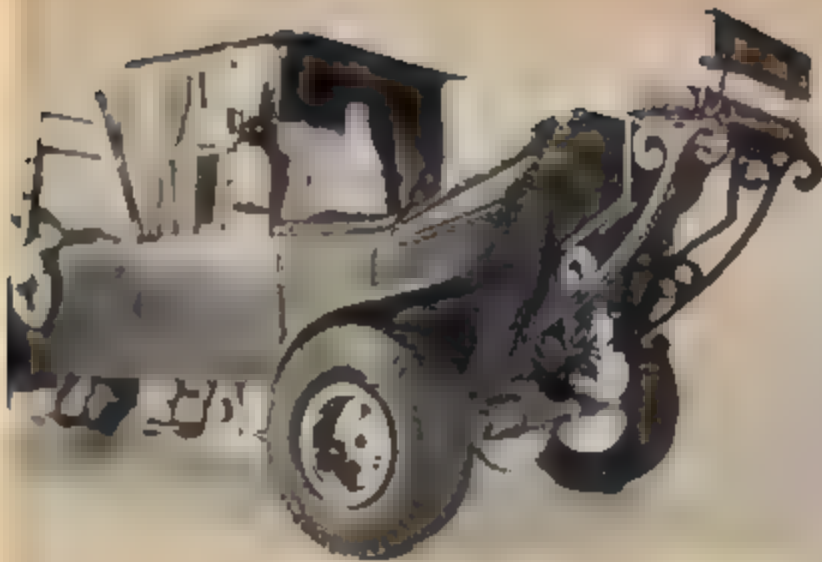
The same motor and gear assembly is used for both the Koach and the ZZR, but without a chassis. The front axle is a simple procedure. Just slip two wheel spacers onto an axle and epoxy them to the front end, where the kit axle would normally go. When dried, add on a pair

of wheels and tires, and that's it. Use two screws to mount the front of the motor to the underside of the body. The rear section was left to swing free, but you can just as easily mount it solid.

The Surf Woody is the only Ghoulie with enough working room to handle the whole Strombecker chassis and motor assembly. The body can be slapped over the frame and secured with wood blocks and screws, or with a pin-n-tube rig soldered to the frame.

When putting the kit engine together, the upper portion is all that you'll need. The block, heads, valve covers, mani-

MODEL CAR SCIENCE



On the Coach, removing a wide strip down the center of the passenger compartment will plant the body lower over the running gear, with the edge of the outer body riding on the axle spacers.





To plant a front axle on either the Knoch or the ZZR, slip two wheel spacers on an axle and epoxy them to the front of the frame. When dry, add on the wheels and rubber of your choice.



The Sax/ Woody is the only Ghoulie that can handle the whole Strombucker Scuttler rig. With just a few changes made to the bottom of the body, it literally falls over the chassis.

fold, carbs, superchargers, etc. Forget about the pan, as it will hang down too far. Also, cut off the bell-housing at the front of the gearbox and level with the bottom of the block. The engine will fit between the two frame rails if you follow these steps.

For the main body construction, the front comes first. The head lights, lower scoop and hood should all be glued together at the same time. There is no cutting or altering necessary with this kit,

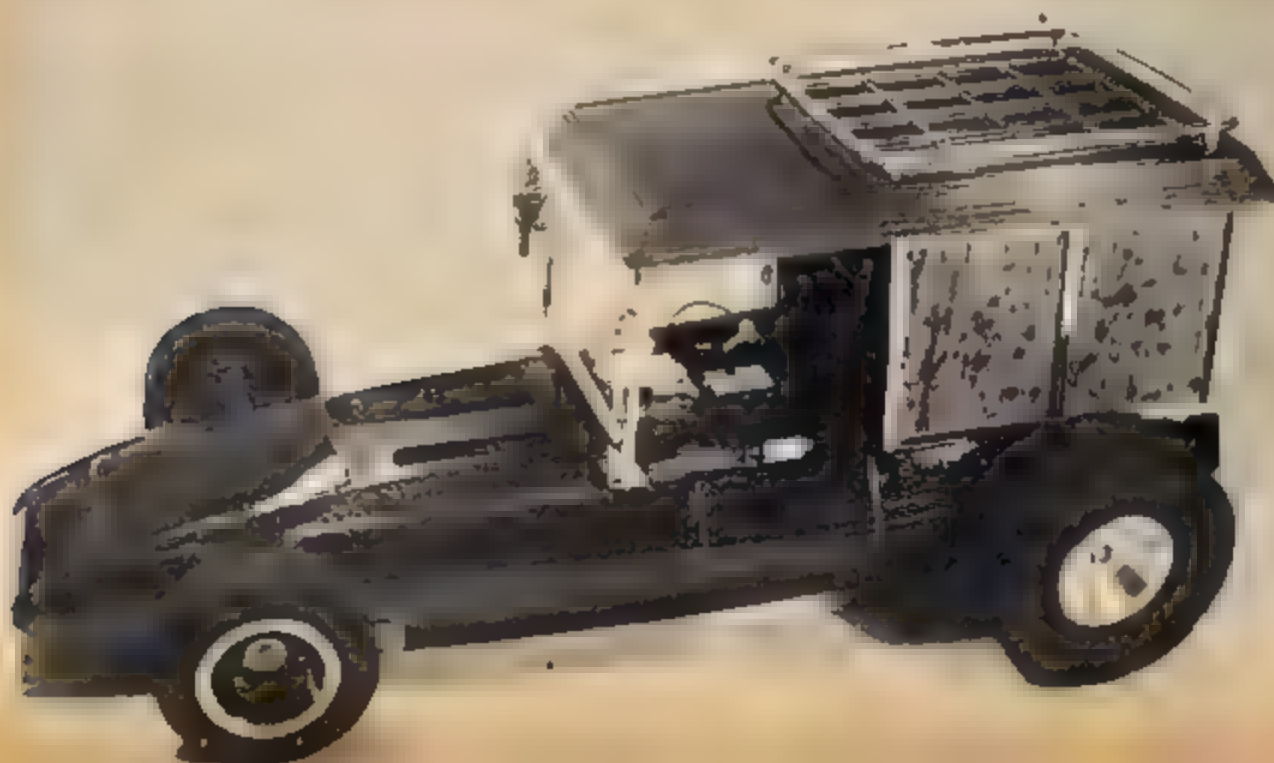
except for the two front seats and the lower portion of the console.

Cut the floorboards away from the front portion of the console, leaving the top portion to be cemented to the center crossmember of the body. Place the seats

Very little trimming has to be done to the Woody, with the exception of cutting away the floorboards from the front portion of the console and remounting the seats on the center crossbrace.

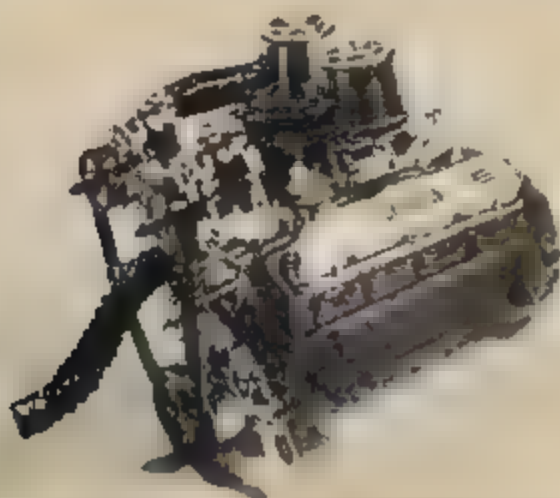
into the body and trim down the sides until the motor fits between them. Cement the seats together and glue to the interior.

For you turned-on fans who have a real itch in your thumb muscles to run something more than just different, this has got to be the closest thing around. But, don't go the Ghoulie route unless you're certain you won't mind having the action watchers drool all over your machinery.





To fit the kit engine to the motorized Woody, the upper section is all you can use. The pan should be left off, and the bellhousing cut away at the front of the gearbox.



Remember how we used the wood cigar wrappers on the toolers (March, '66)? Well, here it is again; gives a wilder look to the Woody, and it's real wood.



"LIL DUDE" AT THE END OF THE TRAIL

The MCS Kustomizers finally lay their hatchets down!

By GARY MILTON

We made it! We finally finished "Lil Dude" A lot of you will be disappointed that we didn't use your ideas, but never fear, the MCS brain trust (that's brain trust fella! — Ed.) figured out something to take care of that little problem too.

Very soon, we'll run a great feature length article that will incorporate all of the ideas that you readers sent in to use on our pickup truck article. And we won't keep you dangling in suspense either — we'll run it all in one issue, complete, Smooth man!

We'd like to see photos of your "Lil Dude" Send us a sharp black and white photo (any size) along with your name and address, and we'll try to run a photo spread. You'll be able to see how your truck stacks up against one from Illinois, or Argentina, or maybe even the U.S.S.R.

If you dig this type of articles — say so! We love to get mail! Send any mail and photos to The Editor, MODEL CAR SCIENCE, 171 Barrington Place, West Los Angeles, Calif 90049

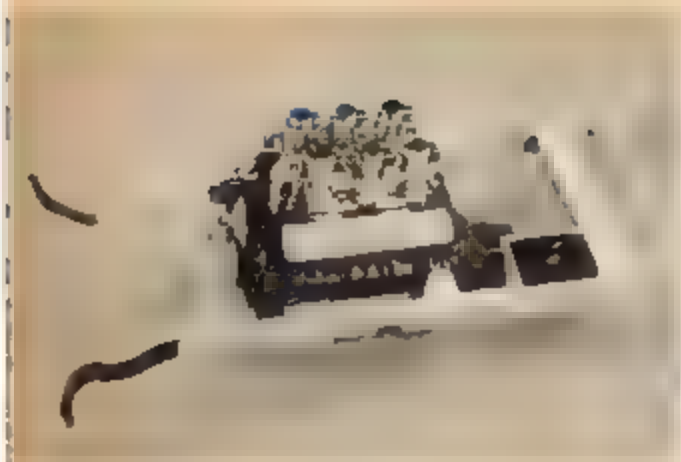


Paint the dash and seats flat black, and install in place, after mounting the chrome instrument panel. An upholstery article is in the works — watch for it!



Paint the pickup bed "ribs" silver. Cut the simulated wood sheet in narrow strips, remove the adhesive backing, and lay in place. Carefully carve away any protrusions in the engine "bay", to make room for the V-8 you intend to use. Look over the Revell "customizing" list to find just the one you want.





Position the motor in place. Cut motor mounts (small pieces of wood) and glue them in place. Set this assembly aside to dry.



Mount the rear axle assembly. Be sure to scrape all chrome away, at junction points that need gluing.



Mount the front axle assembly. Take care during tie-rod assembly, so the mechanism works smoothly when you are finished.



Mount the body. Things are beginning to take shape, at this stage of the game. The chassis is now completed.

Beautiful exhaust stacks can be made from cheap ball point pen filler tubes! Take the pen apart, cut the tube to the proper length, and glue in place. The finished stack, when painted silver, looks cool! One on each side please. This is proof positive that you can find customizing parts anywhere!





This cool "textured" top was made by flowing paint on with a brush heavily, then sanding when dry.



Our engine velocity stacks proved too tall for the hood, so we simply left the hood off. An alternative is to cut a rectangular clearance hole for these stacks. It's up to you.



"Lil Dude", rushed to completion in order to make this deadline, still needs a few more details, but you can do that, til chums. After all, this is your brain-child! Well, how does she look?



Screaming with the Eagle



THE BIG BIRD

By Phil Willen

We used to have an expression in the service, the eagle screams. This meant that pay day was here. Now there is an outfit out Santa Ana way that has a few screaming eagles, and they hope to see quite a few paydays from their brood.

One of the top race jockeys in the business has teamed up with the champion sports car manufacturer to form a potent looking combine for the coming season. The result of Dan Gurney and Carroll Shelby merging their talents is named All American Racers. A pretty good name for a company determined to put the good old U.S. of A. on the international racing map.

Actually, the name is not all that accurate, since the potent mixture in-

Continued on page 28

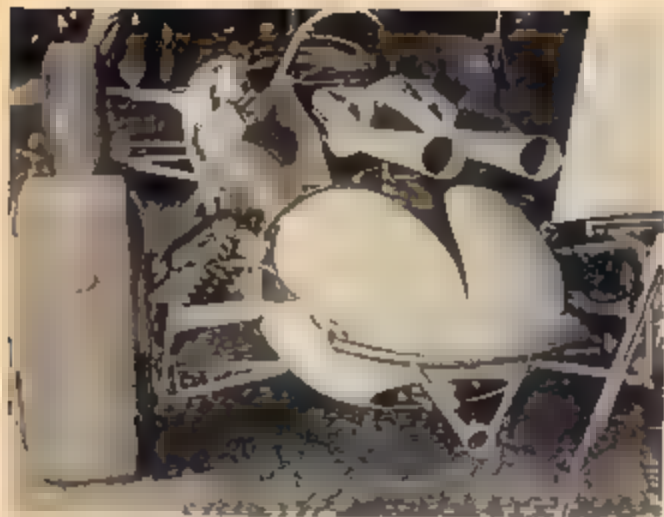
It's a little late for that long trip around the Brickyard each Memorial Day, but the slot world's still got Indy on its mind. And joining the growing line up of 500-type machines is a new good-looker, the AAR Eagle. Here, in still another of those keen MCS exclusives, Phil Willen tells all about the real life Bird from Dan Gurney and Carroll Shelby; and for the scale-fans, Chris Chan shows how to scratch up a screamer in 1/24th.

THE SCALE BIRD

By Chris Chan

Big Dan Gurney has this dream: part of which includes a victory lane tour of Indianapolis' famed brickyard. Dan was instrumental in the Lotus-Ford project's initial success and now has joined forces with Cobra-man Carroll Shelby to form the All American Racers. The All American Racers, or AAR, has three big projects rolling along right now, a Lola Ford sports racing car for the USRC circuits, the T1G Eagle-Weslake formula one machines, and Indianapolis Eagle T2G's for USAC racing. In the first few races entered by Gurney's team, hard luck struck from all sides. Fast qualifying across the finish line in three starts, while Dan's own T2G was eliminated

Continued on page 29



You're looking down the tail feathers of the potent Bardahl Eagle, which is one view the competition is going to appreciate least.



Here's the view of the Bad Bardahl Bird that does the most for this particular racing fan. Unlike the offices in the other Eagles, it's outfitted with an aircraft-type steering wheel.

THE BIG BIRD

cludes a squeeze of Limey. The chief designer on the Eagle project (the name given to their single seater cars) is an Englishman named Lon Terry. Terry was formerly a Colin Chapman man, and played a large part in the Indy winning Lotus 38. This means that he has a pretty good idea of how to build a winning car.

If the design of the Eagles looks a little Lotus like, we can understand this in view of the chief designer's background. After all, why knock a good thing. Under the skin though, a lot of changes and improvements have been made. One of the really wild features of the outside, is the Eagle's beak! Take a close look at the car's nose; looks mean enough to tear apart the competition, and spit out the pieces.

Construction of the chassis is in the light-but-strong monocoque tradition. That is, the sheet metal body is built up and reinforced in a way that lets it act as a frame too, resulting in weight saving. The usual components are hung

right from the body. Try this with a slot car sometime, if you want to build super-light.

The Eagles are actually two cars, one for Indy, and one for the formula one G.P. trail. They are the same basic car, with different engines and gearboxes suited to the type of competition for which they are intended.

The Indy type cars are powered by Ford four-cam engines. These engines are V8's with two camshafts per bank. Displacement is 255 cubic inches with the power output well in excess of 500 B.H.P. Weight of the Indy car is about 1350 lbs., empty. Length .60 inches, width 71 inches. Disc brakes are used to grab all the wheels, and Goodyear

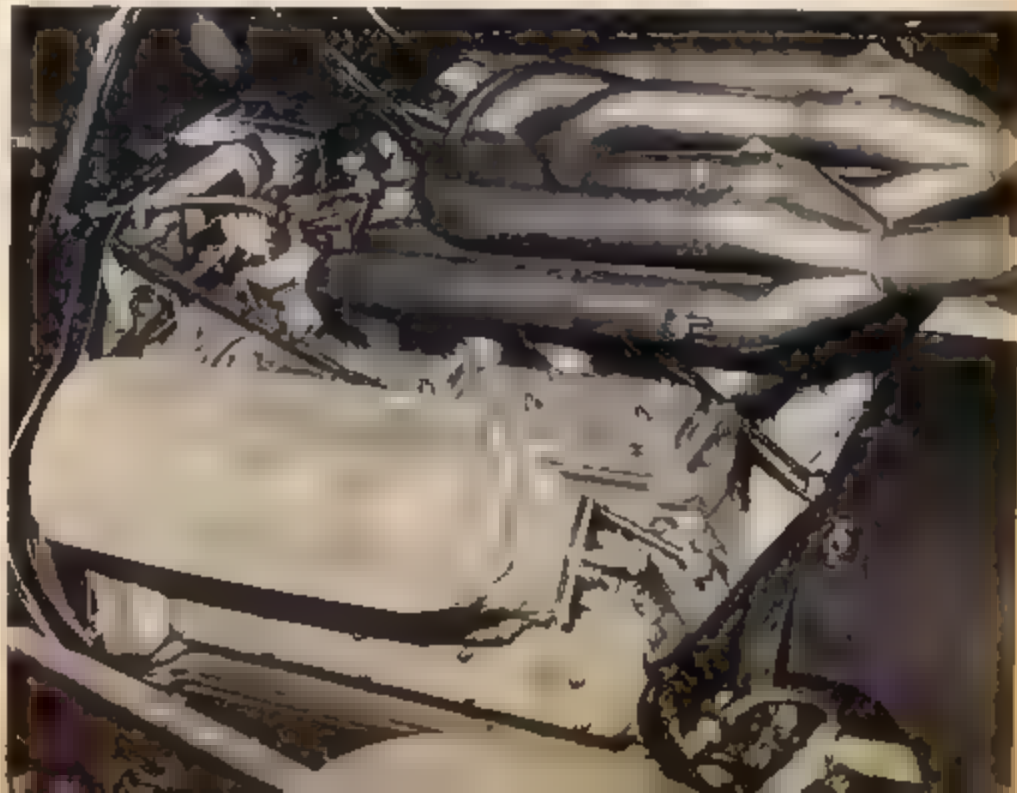
will be the only tires found on AAR cars.

Formula one machines will look a little different in the rear because of the difference in the power plant used. Under the rules for this class, displacement is limited to 3 litres. The engine is a completely new design, co-authored by Dan Gurney and Britisher Harry Weslake. Called the Gurney-Weslake, it is a V-12 double overhead cam design, with a target output of around 400 h.p. Weight on the G.P. car is about 200 lbs. less than its more muscular brother.

While the Indy car uses a two speed Hewland gearbox, the formula car goes with the 5 speed Hewland unit to offer

Continued on page 30

The Indy-Eagles take their power from Ford four-cam V-8's (two camshafts per bank). Displacement is 255 C.I., with the output well in excess of 500 B.H.P.





For concours points you can't beat the Indy cars. Dubros' non-fay screen was used on the opened up areas, while 1/16th" aluminum tube was formed into the push bar and roll bar.



The Gurney-Eagle being shot for its "Official" track photo looks fast just sitting still. Russkit's Lotus 38 body was hand painted, in white and red, as was "Bardahl Eagle" in black and white. . hmmm?

THE SCALE BIRD

in the first lap fractus in the 500. Two others, manned by Lloyd Ruby and Rodger McLusky, were in first and fourth places, respectively, when oil leaks necessitated their black flaggings.

With an upcoming Indy-type car event on my mind, the Ruby machine got the nod for my Concours ambitions.

Singled out for the basic body was Russkit's Lotus 38 because of its similarities. Lancer also has a 38, but the Lotus details were too prominent to cover with the Eagle's main characteristics. Going over the photos Phil Wilton shot of the original took care of the wild paint job. Colors are Ulrich's Red

Continued on page 31



Distinguishing the Eagle from its English cousin of the same designer (Len Terry), in its pointed snout that appears to be ready to rip its way to the front of the pack.

THE BIG BIRD

much better control on the road courses, where much more driving is needed than just turning left.

Another project of All American Racers, is a very rapid Lola 70 using a very special engine. The mill is a 289 Ford block, with a few little things done to make it spin faster. The biggest change on the engine, are heads with Gurney-Weslake embossed on the rocker covers. These are something special that Dan and Harry have brewed, and this car really moves.

Piloting the Lola at Riverside Raceway in a U.S.R.R.C. race, Jerry Grant missed a shift, and the engine screamed up to 12000 R.P.M.! Walking back to the pits, Jerry said with classic understatement, "I think something bent."

Prior to the big 500, All American Racers throw a little press party to unveil their little pride and joys. I had the good fortune to take this one in, and was very happy that I did. These are nice people.

A.A.R. looks like they should be in for a fine season, at least on paper.

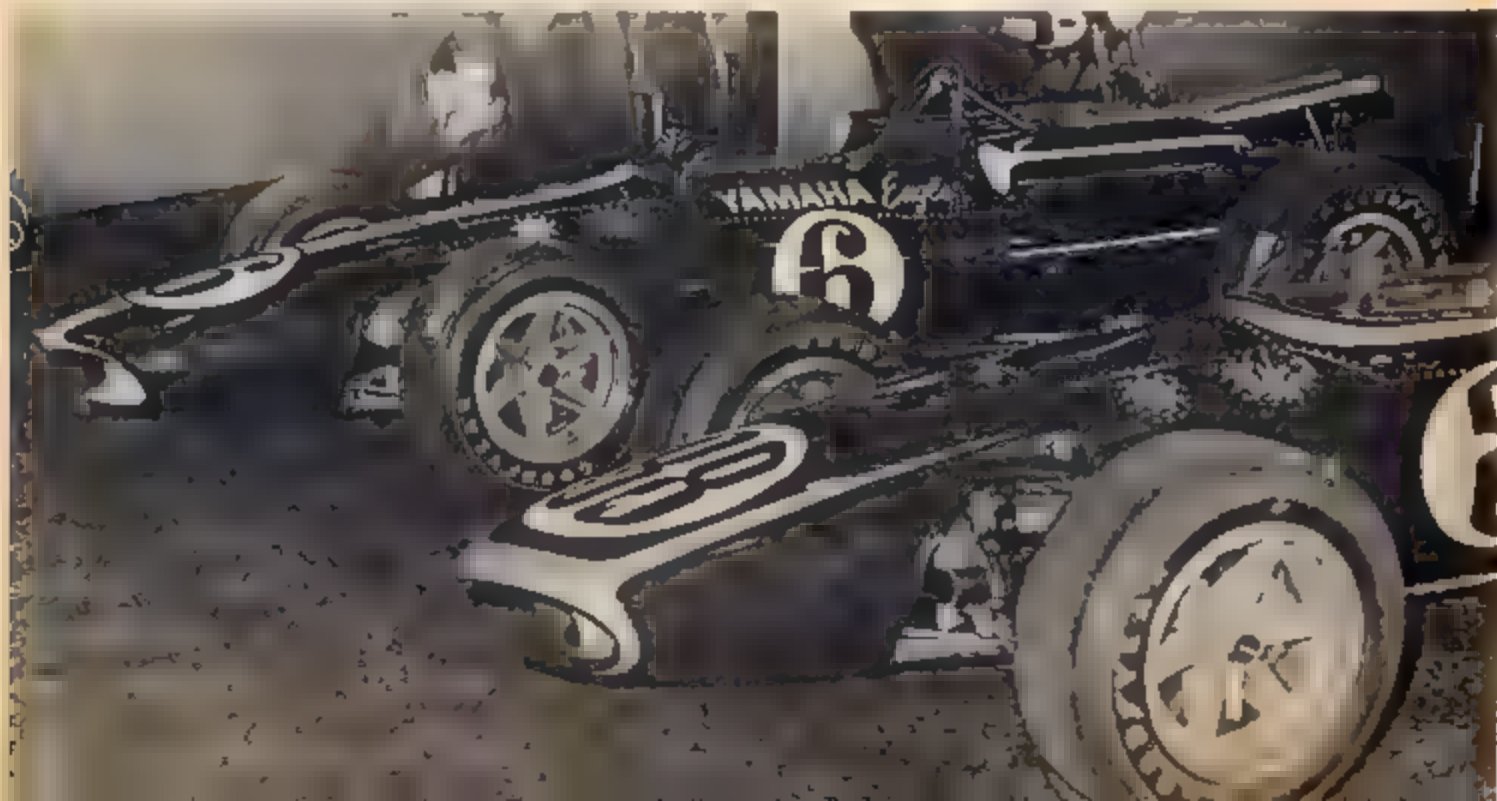
By their beaks, thou shalt know them! The biting profile is the AAR trademark, found on the Indy-Birds and the special Lola 70 (foreground), driven by Jerry Grant at the recent USHRC Riverside meet.

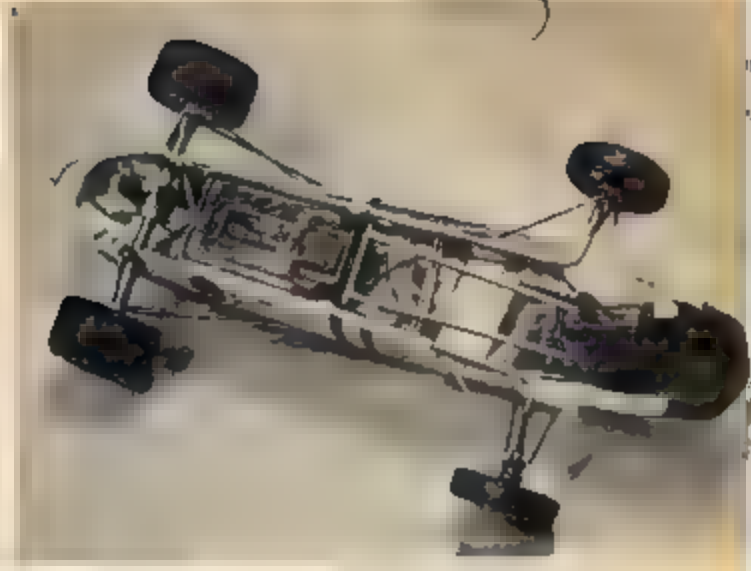
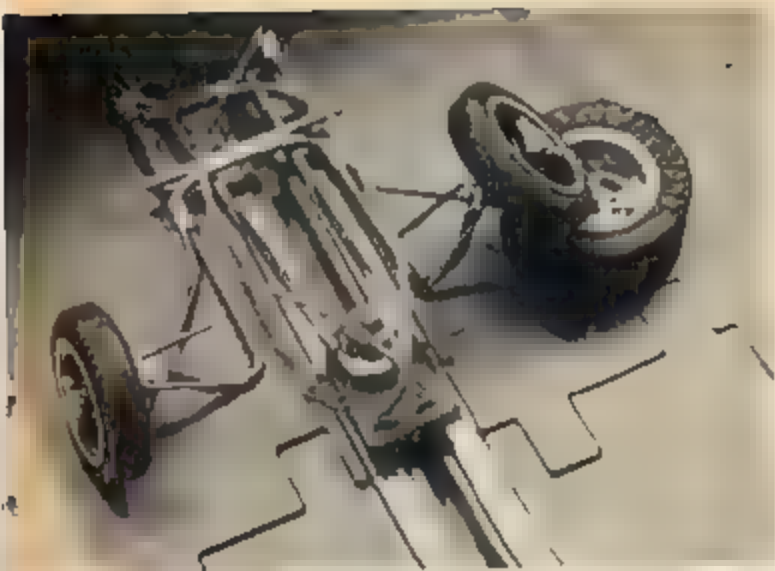


Indy-man, Joe Leonard, tries on the Yamaha Eagle for size and looks as if he's trying to figure a way to unplug himself from the blue and white bird.

Whatever the outcome, though if they don't make it this year, it won't be for lack of effort. This a really well thought out and prepared effort. Luck and bugs are two things that can sure let the air out of the sails in a hurry though.

Only time will tell whether the Eagles will scream all the way to the bank. If lady luck should keep that silly grin on her face, Carroll Shelby may have to trade in that floppy cowboy hat that has become his trademark for a businessman's homburg!





Anodized Ruggen Special Porsche-type wheels add immeasurable class but no extra weight. The front independent suspension shows how the speed demons get the upper hand in the turns.

If you're one of the many that hasn't the bread to blow on a big shot type rewinding jig this simple little 60 cent tool is the way out. Saves plenty of time.



Cox three-pronged spinners, and a set of Ruggen's beautiful black anodized wheels finish out the rear end assembly. Jp front Monogram's 7/8th" 1/32 scale tires mounted on Ruggen's pinhole wheels do the job, while CorBen's guide flag holds the car to the slot like it's glued there.

In the traction department, the Scale Bird is well handled by Quick (1) tires to complete the construction.

Burning up the local tracks the finished Eagle is a proud bird with a stack of Concours first place ribbons.

THE SCALE BIRD

and White. The words "Bardahl Eagle" had to be hand painted in white with black shadows. A good "O" brush and some well thinned out paint should do the job. A sharp X-acto knife and some patience are all that is required for the minor body work. Trim the nose to a point, remove the tops of the engine bulges, and open the front vent. Referring back to the photos, other detailing includes model kit "snake" pipe exhausts, Russkit decals, and a yellow and red polka dot bandana from a piece of kleenex.

The Brass tube chassis is of the independent front suspension variety. Two new holes were drilled into the back of a Hemi 300 can to line up with those in the Russkit #795 rear bracket. Using an adjuster jig to keep everything in

alignment, two 3/32 inch brass tubes were soldered on the bracket, extending forward three inches. Insert 1/16th inch stainless steel wires into the tubes for 1/2 inch, then bend them 90 degrees. Cut off the wire so that the front end width is 3 inches. A drop arm pick-up was fabricated out of a 1/16th inch brass tube and fastened to pivot from as far aft as possible.

The Rewound Hemi sported Champion brushes and a 22° Tradeship comm, and ran through the usual Cox cogs. A 2-1/2 inch flatted Miha Migita axle,

Drill out the motor for a small self-tapping screw with a mototool. Strombecker only provides one hole which won't line up anywhere near those on Russkit's bracket #795.





Mean, mighty, and magnificent! That's an apt and obvious description of MPC's 1/24 scale Ford J-Car.



Photos by Marc Carnello

MR. FORD'S "J-HONKER"

Long before this year's Le Mans, MPC decided to bank its bucks on the FoMoCo Mauler. It was a gamble. But, happy day, the Ford J-Car wiped the field like no American machine had ever done before . . . which leaves the MPC version with a powerful record to match. Here's how one MCS Track Watcher weighs the odds

BY DICK HELM

Alone at last! I didn't think those guys would ever go home! There, I've thrown the bolt on the door. Now to get out of this disguise and into my flameproof driving suit. On with my Bell helmet and Sala-Sport driving gloves. Goggles, where are my goggles? Oops, there they are, around my neck. Well, a guy gets nervous at a time like this, I'm not ashamed to admit it.

Okay, let's hop up here on the edge of the slot table. There, now for the shrinking pill. Yuk, it's *still* bitter! Si-

poss said he had perfected the thing, but it appears he still has a ways to go!

Whooee! The transformation from 5' 11" to 2-1/2" is really spooky, even after all of the times I've been through it before! It takes about 10 minutes to make the transformation.

There, finished! I always sit here on the edge of the table, with my feet dangling over the side, looking down through the haze at the basement floor, hundreds of feet below. It gets my adrenaline flowing!

Enough of this! Let's go do the job I started out to do.

It's parked right over there in the pits. Smister looking fan't it? Man, I really dig the brute! Let's walk around

it and take a real close look.

MPC makes the thing you know. It's a replica of the Ford "J" car. Yeah, that 7 liter brute that the FoMoCo folks intend to knock em dead with at LeMans this year (and they did it 1, 2, 3. Ed.). I mean to tell you, this thing is a-v-i-l.

Man, it's a tight fit getting into this thing! The bucket seat is comfortable though, and that's a swingin' view looking over that stubby hood!

O.K. Electric pumps on, ignition on. Punch that starter. Listen to that Dyn-O-Car sidewinder behind me erupt in to life. Shivers! I mean, I've got goose bumbles.

Snuck that lever in first. She really

boils out of the pits in a hurry when you sock the juice to her! Smooth too!

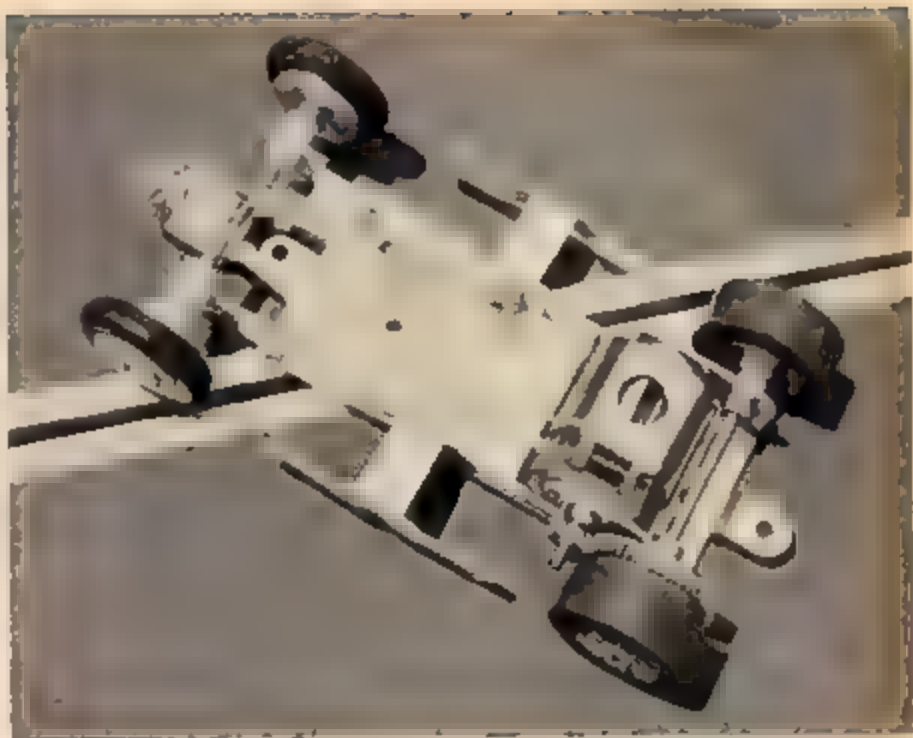
Right after the pits a bird right hander looms up at you, I mean, you just have a moment to see the Dunlop bridge as you flash under, and zap! That corner is looking you in the eye. If you don't watch it, it can be a killer!

The J-Honker goes through these corners like a train! No doubt it is due to those beautiful silicone tires on the rear MPC claims the compound they are using has a self-cleaning action, for unbeatable traction. It appears they might have something here!

I noticed the front tires are fairly narrow, and pretty hard. It sure puts this car in the "good handling" department!

Feel that acceleration out of this tight corner! Zowie! That torque comes from the Dyn-O-Can rewind, parked side-winder behind me, in a two-piece, fully adjustable aluminum frame. She has bearings all-round too, nylon jobs in front and oiltes in the rear. They are 1/4" in diameter, in case you want to go the ball bearing route at a later date.

I'm really thankful to Siposs for developing this shrinking pill. It was fun driving the J-Honker, even when I was 5' 11". When you're buckled in the seat, it's absolutely thrilling! Those trees sure go by at a breath-taking rate. That slot looks as big as a trench when you're down this close to the deck! I can see the



The adjustable aluminum frame has bearings all-round, and hugs that screaming American Dyn-O-Can side-winder style.

big number "1" on the hood. They're not decals really — they've got adhesive backing that just peels off. I usually don't like that kind, but these are exceptionally well done, and the finished car looks great.

The body is made of G.E. Lexan, and man, it's tough! Detailing is good too. I rolled it once, when I was still 5' 11", (I'm more careful at 2-1/2") and it didn't hurt the finish a bit because the

paint is on the inside of the shell.

Unfortunately, they've mounted the body just like everyone else does — with ugly screws through the side panels. Seems to me there must be a better way to mount vacuum-formed shells, but no one seems to have found it yet.

Okay, Helm, now that you've scared yourself silly, pull into the pits and switch off.

Owl! Makes a guy a little stiff, but

GENERAL

Scale: 1/24
Price: \$12.95
RTR or kit: Ready to Run

CHASSIS

Frame type: 2 piece, formed aluminum
Wheelbase: Adjustable from 83" to 123"
Track, front/rear: 58"/57"
Adjustable? No, but can be made so easily
Brake type: None on standard. Friction brake available as optional equipment.
Pickup type: Swing, with shoe
Tires used, front/rear: Hard narrow ribbed/medium slicks (Silicon)
Steering type: None
Front suspension: None
Rear suspension: None
Motor position: Side-winder
Adjustable? Yes

POWER TRAIN

Motor type: "Tincan" American made, (Designated "Dyn-O-Can.")
Number of poles: Three
Gear ratio: 3.285:1 (14 tooth pinion, 46 tooth spur)
Gear material: Alloy

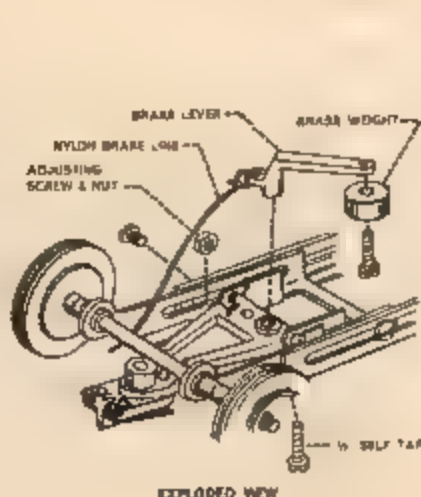
BODY

Material used: Vacuum formed, G.E.

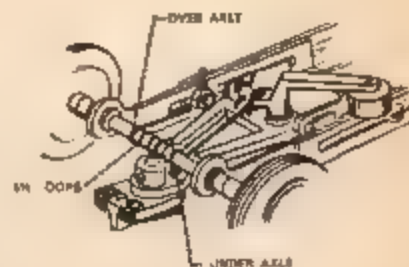
Detailing: Excellent ☐ Good ☐ Fair ☐
Painted ☐ Unpainted ☐

BRAKE INSTALLATION

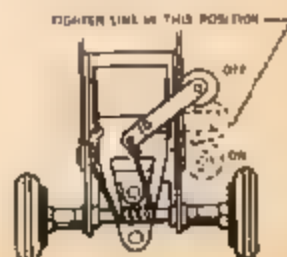
DRAWING "A"

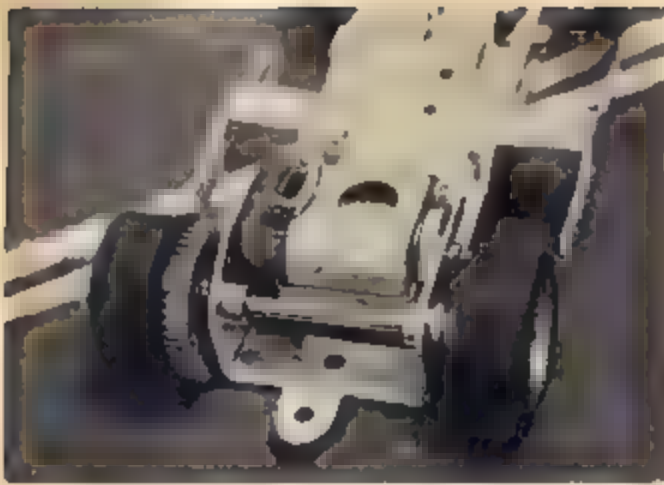


EXPLODED VIEW

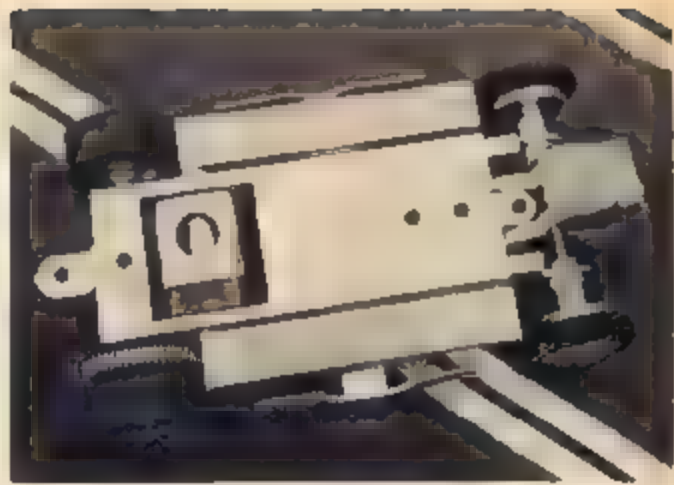


ASSEMBLED BRAKE AND FLOATING ARM





The rear silicon tires are self-cleaning and tear-resistant. Traction is very good.



Chassis weights are standard equipment, and are easily added or removed as desired. Places weight down low!

that's a small price to pay. Down on my hands and knees to look at that guide shoe. It sure seems to do a nice job.

No wonder! Drop pickup, loaded with a small coil spring. And look at that blade! Why, it's only 1/4" long, or so! Almost like a pin! Those shrewdies! They've got the best of both worlds here. Reduced drag, like a pin, yet the stability of a shoe! Nice.

You can get front wheel brakes for this \$12.95 bustup, you know. They're available at your dealer. It works on a moving weight principle. As the car decelerates, a weight moves forward. This weight is at the end of an arm, and a nylon brake line is tied from there to the axle. When the string tightens around the rotating axle, it stops the J-Honker quick!

You can quickly make the swing

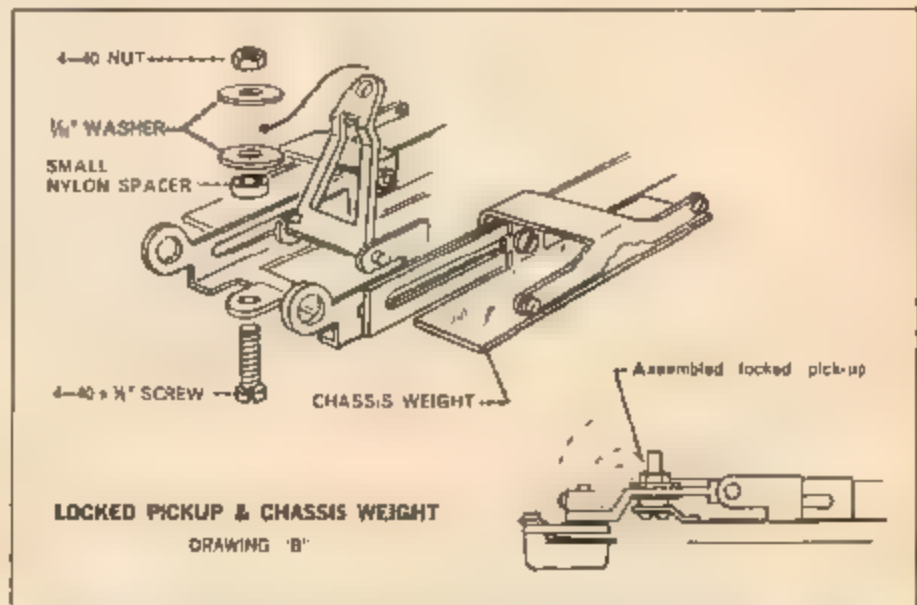
pickup into a fixed pickup, if you want. All it takes is a 4-40, 3/4" screw, and a couple washers and a nut.

The J-Honker has a neat pair of chassis weights that can be slipped in place with just a screwdriver. When positioned, the weight is placed down low, and on

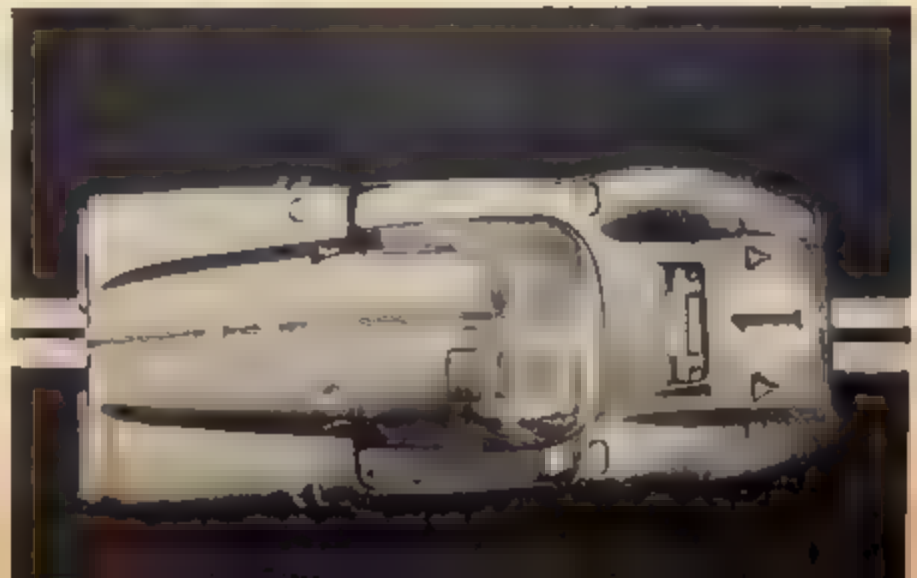
certain tracks, it helps cornering.

Oh oh! I'm growing! Well, that's all for tonight. Soon I'll be back to J' 11" scene. I don't mind though. I can still race my J-Honker like the other guys do. With a hand controller!

END.



The numbers are adhesive backed, dry press-on type, and very good. Body detailing on the G.E. Lexan shell is a real quality copy of the full-size FoMoCo Hero.





MCS: MODEL OF THE MONTH CONTEST

THE TUFFEST CUSTOM...
and taker of this month's \$25 Savings Bond is this '40 Ford with a difference from Keith Schafer, 122 Orchard Drive, Buffalo, N.Y. For starters, it sports a chopped top, a molded, roof-long air scoop, and reshaped windows. Fenders, fore-aft, were hand formed and molded; grille cavity is from AMT's '55 Hummer.



A '66 Revell-Tosco regional winner, Keith went detailed for real, with full-wired 409" high-per mill, brake lines, and all the rest. Finish is 20 coats AMT royal blue metalflake and a cover of clear gloss, topped off with Auto World wax and white pinstripping.

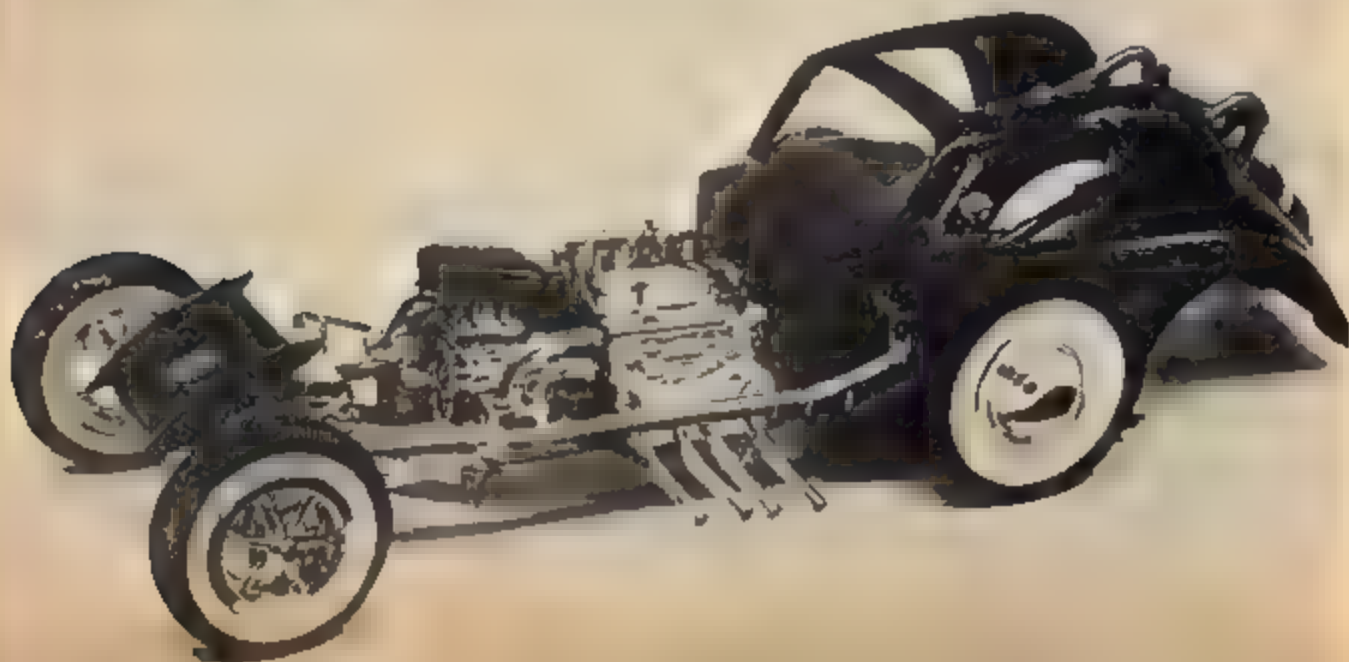




From John Gills, Detroit, Mich., came this almost-winning 'Vette, with its asymmetrical flair. New features include roof-hinged doors and hand formed fauback rear window. Finish in candy red over metalflake gold.



Fists like this they don't make in Italy! It's from Chris Geiger, past winner and MCS regular, who fitted it over a dragmaster frame, adding a mahogany air foil up front. For double torque, it sports two blown and wired '66 'Vette blocks.





This '65 Corvair Corsa, with an itch of competition, came from Stese Wehmeyer, Bellingham, Wash. Power is from a 'Chee 469" V8, with top mounted GMC blower, full-wired and adapted to a custom transmission.



Clean cars make cool customs, so off came the chrome from this AMT '40 Ford coupe by Don Saba, Peekskill, N.Y. Other bent-fender stuff includes tunneled beams, filled-in rear fenders, and eight coats of metallic lacquer.

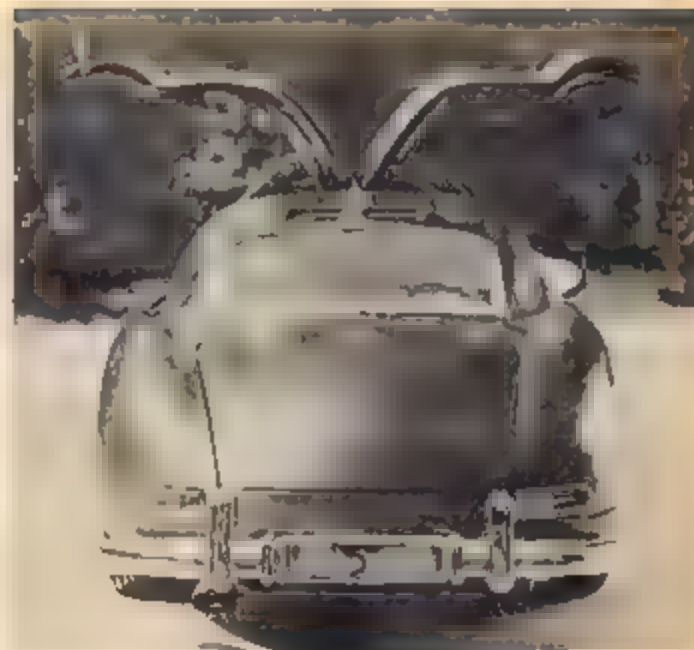
Once this was a '41 Willys (for honest!). It's from past winner, John Brandimarte, who added a '64 Vette roof-a-rear window. Body and frame were sectioned 1/4-inch, doors hinged, fenders molded, and head lights lifted from a '64 T-Bird.



CUSTOM GULLWING

If you like a lot of detail all at once, and a big size custom challenge, try out your stuff on one of the finest looking machines around. It's hard to tell Renwal's Gullwing from the real thing.

Due to the scarcity of other kits on the 1/12th scene, custom work was limited to what could be done with just the Renwal kit itself—and that's a lot. Gone, for example, are the fender lips and all unnecessary chrome.

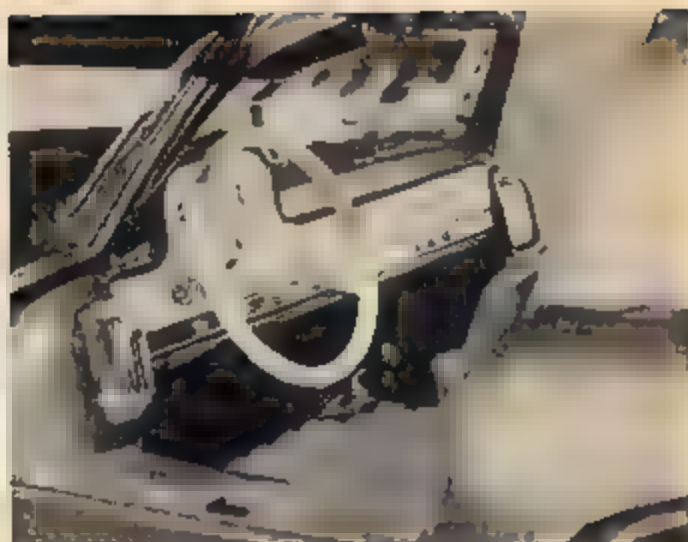


Photos by Phil Willen

The Mercedes Benz 300SL is a winner right from the factory.
So is the Renwal version. Both are great just left stock.
But they're even better when they've gone custom

By GEORGE MORFORD

Some people just don't like the bigger scale cars; you know, like 1/20th, 1/16th, and so on down the numbers. People like this are known commonly as small scale nuts. What they don't know, unfortunately is that contrary to what



The biggest advantage to large scale kits is, obviously and understandably, the real mountain of detail you get for your money . . . just check the fantastic suspension and ogle over the interior.



Wiring the Gullwing for lights is the next best thing to a map; and there's nothing but room to spare in the back for all the batteries you could want.

they might think, the big scalars are not kid-stuff! Sure they look easy to put together (which they are); and sure they are easy to detail. After all, they're nice and big. But, being big they also show your mistake a lot faster. It isn't easy hiding a large hunk of ruined plastic. And going custom can be quite a challenge too.

To give you a good-looking idea of what's happening on the big scale scene, you should see what's come across the counter from Renwal. Their big Mercedes 300 SL is nothing if it isn't one of the most beautiful kits in America today. The detail is absolutely authentic, as perfect as only big scale can make it. Maybe you're not the kind of enthusiast who loses his control over things like suspension systems and water pumps, but if you are, get ready to be impressed by unmatched realism. Even the

Mercedes people were surprised. Along with all the keen detail stuff, there're the regular working items . . . doors, hood-n-trunk, steering, etc.

Right out of the cardboard, the Gullwing offers a pretty big custom challenge with just the stock parts. And hoping that the folks at the Mercedes factory in the old country won't mind, we'll show you a few hints on how to make the Gullwing even better looking.

If we were going to revamp the 300 SL, one of the first things to go would be those lips over the fender wells. With the kit, just file or cut them off. Then smooth and fill with putty. Next, clean up the engine air exhausts, just aft of the front wheel wells. Say good-bye, too, to the grille bar and Mercedes circle, as well as all the company dealers anywhere on the body. Then block in the rear side windows, and remove

the lower chrome molding.

Finally, while Renwal has molded in a clean-n-cool white finish, a serious custom model man always repaints. Consequently, we've given our revamped Gullwing umpteen coats of kandy green metalflake, while leaving the interior the stock-but-binding red and white.

Not wanting to waste all that space in the big scale trunk, we added working lights all around with the help of a new company out here in Los Angeles, called Display Devices, Inc. They make a lighting system which is not only the smallest on the market, but which also boasts a life span of over 1500 hours of full burning without dimming.

Take a look at Phil Willes's photo story of the Gullwing gone custom. If you still feel you're a small scale fan, then that's fine. But we can't help thinking that you are missing something good.



How'd you like an unlimited supply of clear plastic HO bodies, just started with all kinds of detail possibilities. Paint them as you want . . . maybe even go metalflake!

By DICK ISAACS

How come nobody is interested in making clear plastic bodies for the HO world? We may be running small scale cars, but we're easily a BIG slice of the racing scene. I personally have been looking around for months for just a few extra good things for my own HO table. Maybe there are companies somewhere out there making all kinds of great speed accessories, but they never tell us about them. So, after growing a bit fed up with my unrewarded searching, I decided to start my own wcc-scale body building.

Just about everybody's heard about Mattel's Vac-U-Form machine. And contrary to what you might think, it's not a little kid's toy. Neither is the vacuum former made by Carolina (M:n Vac Cub). Both of these miniature body-makers really work beautifully. Once you get the hang of it, you



can crank out perfect copies of any HO scale cars around . . . including the "Matchbox" winners.

From my own experience, I'd recommend that you try making a few other things before you take to car bodies.

The whole HO world has been hungry for lightweight vacuum-formed bodies. Yeah! Well, here's what one reader did, when he got tired of waiting and decided to make his own.

When you're ready, be sure that the wheel wells and other open places are completely sealed with modeling clay (otherwise, the plastic will be forced in to them and will pop under the vacuum pressure).

The plastic bodies have to be carefully trimmed for proper fit to an HO chassis. Mounting them at first seemed a problem, but turned out easier than plain simple. What you need are a number of tiny "jeweler" screws, a length of 1/16th aluminum tubing, some epoxy, and a very small-pointed screwdriver.

Buy the tubing first, and have a local jeweler match it for the right sized screws. Slowly work a screw into the

How to go CLEAR plastic



Unfortunately, you can't just hop down to the local goodie counter and buy a clear plastic HO-er. Instead, you'll have to make your own . . . which is actually both easy and cheap with either the Mattel Vac-I-Form or the Catalina Mini-Vac Cub.

soft tubing to thread it; cut this piece of tubing so it's 1/8 to 3/16-inch long. Epoxy it to the "U" shaped hole in the rear of an Aurora chassis. Then epoxy a 1/4-inch threaded piece into the front guide pin hole, with a slight forward tilt. When the stickum dries, slap on the new body. And while you're at it, add on a pair of AJ's new Sil-i-Kone slicks for even better speed as well as looks.

AJ's kit comes with precision machined wheels like HO has never seen before, plus a pair of real slick-skids, two jamb nuts, and a threaded precision axle. Replace the stock traction stuff on the rear of your wee charger with the new speed kit . . . you'll have to, if you want to keep up with the opposition, 'cause that's what they're all running.



If you go the clear plastic route, and you should at least consider it, you'll have to make some special body mounts from 1/16 brass tubing, epoxy and watch screws. The new AJ Slicks also add to the bigger-scale-type realism.



with the "WEE ONES"



Would you believe that this is a '61 Valiant? If you say no, then you're a reader of little faith . . . 'cause this is the Blue Cool, an old kit saved from the heap.

THE BLUE COOL

The first rule in building better cars is never throw anything away! As a graphic example of what you can do with something most people wouldn't want, here's how you can put a new face on an old Valiant.

By DON CULP

Like the man said, a good modeler never throws anything away. Consequently, I've got an old '61 Valiant kit (from the Revell metalflake series), that's just been sitting around my workroom, hoping I'd save it from the scrap box.

Partly motivated by a kind-hearted desire to help an old kit, and partly by an itch to test my imagination, I added some putty and a bit of scrap plastic to rework the tired Valiant into the Blue Cool. Personally, I think my Valiant looks pretty good with its new face. If

you feel the same way, here's how the job is done. And don't hang up the idea just because you haven't got an old Valiant . . . simply reach for the nearest tired kit and try some of these tricks.

To begin, which is a nice place to start, section the body along the lower panels. This will give it a longer, lower look. Then, to further compliment the forward looking theme, cut off the top, reverse it, using the rear section as a new windshield. Some spare plastic sheeting (available from Auto World) will be used to

form a new rear roof section, with a fast-back flair. Use three pieces, one for the center of the roof and one for each side. Fill and blend in with putty. Once the putty and cement has set, cut out a new rear window.

We need a really unusual touch to our design, so let's form a hood crease to run from the windshield forward all the way down into the grille area. We do this by cutting a strip from the hood, and then recementing it back again, only in a lowered position. This will make the hood look even longer.

Now let's swipe some rectangular beams from an AMT Buick Wildcat kit and mount them up front. For rear lights, we'll use the long custom assembly from a Barracuda kit. To install it, we'll have to trim off the rear end of the Valiant slightly (use an Auto Cutter), and add

After long hours of tender, loving wet sanding and priming, lay on countless coats of Testor's Orblon blue, topped with white pearl, and fogged with Pactra star blue metalflake.



The first step in saving an oldie is to cut it down, for the new look. Then remove and reverse the roof, building up a custom fauback roof line from sheet plastic and putty.



To add an even longer look to the low hood, cut out a strip down the center recementing it in a lowered position. fill in the grille cavity with putty.



On the rear, trim away the stock taillights, building up a lip of putty straight across the deck. Then work in the long custom taillights from a Barracuda kit.

on a lip of putty

Check the photos for the engine that we've installed. It's the AMT '64 Tempest GTO, completely wired and detailed with important speed goodies.

We opened the doors, but with a difference which you might not go for

They're hinged on the bottom and swing downwards! The interior is built for a two seater, using Alcorn's Jag, plus huckets and asymmetrical steering from Revell's custom parts pack. It's finished inside with pearl white, accented with blue corduroy. The exterior finish, from

which comes the name Blue Cool, consists of umpteen coats of Testor Orbitron blue, topped with white pearl. Over this goes a light fog of Pactra Star blue metallflake along the bottom and down the hood crease. Kinda grabs you by the eyelids, huh??



THE HUSTLING HONDA

Testor is at it again...this time with a quality speed machine for the Grand Prix scene.

A new 1/24 GP machine on the scene is naturally good news. When it's a quality GP machine, then that's really good news! The Testor Corporation (the paint company that put Ed Roth in a spray can) have unveiled another of its new scale movers... this time, it's the Honda GP, second car in a coming line up of four.

Backed by nothing but solid success from its trip through the paint world, Testor is one company that could afford quality when it turned to racing. And the Testor Honda, like the earlier Hemi, is literally stacked with good stuff

The new Grand Prix machine is available only in kit form, for the reasonable price of \$8.98. The frame is deep channel aluminum, and formed in one piece. The "Tempest" inline motor parks in an inline position and pumps out the ponies through a Weldon brass crown gear, with set-screw positioning.

A drop flag terminates in a teflon guide shoe. Flexible pick-up brushes fasten securely to the flag by means of self-tapping screws.

The machined aluminum wheels are little beauties. Soft sponge tires are glued and ground true, on the rear, and the

SPECS AT A GLANCE

CAR TESTED: Testor Honda

PRICE: \$8.98

SCALE: 1/24

KIT OR BUILTUP KIT

WHEELBASE: 90" (1/24 scale)

TREAD: 62" front, 61" rear (1/24 scale)

FRAME: One piece aluminum, non-adjustable

MOTOR: 600-B Mabuchi

MOTOR POSITION: inline

GEAR RATIO: 30 tooth crown, 10 tooth pinion for a 3:1 ratio

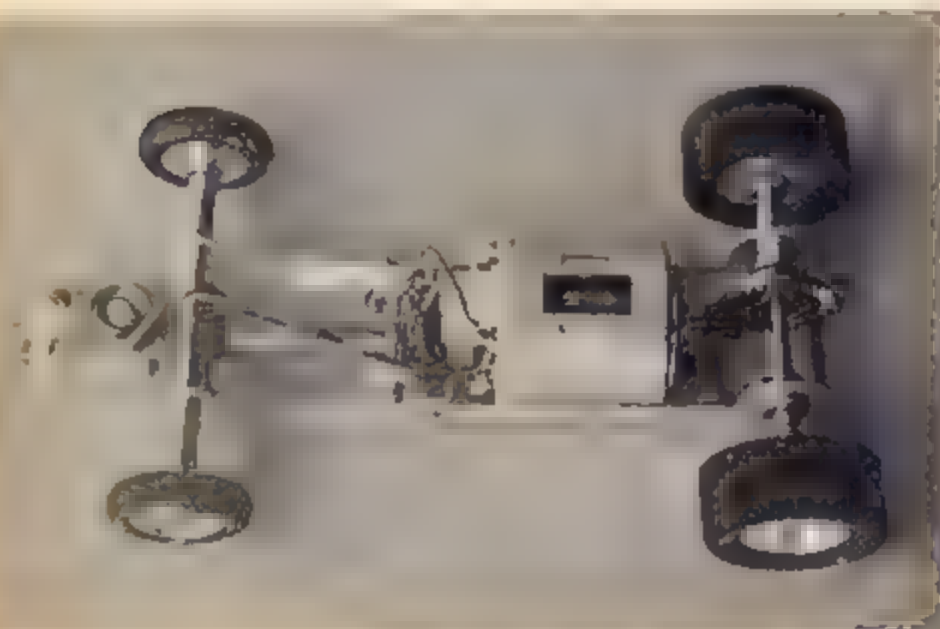
BODY MATERIAL: Clear plastic, vacuum formed

PICKUP TYPE: Drop arm, weighted.

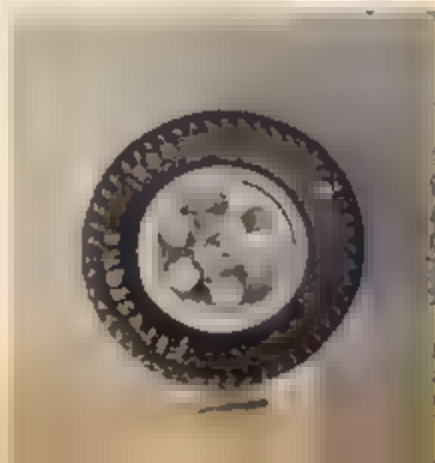
fine sidewall detailing on these tires is also found on the front. Three-lobe knock-offs secure the wheels.

The front axle allows independent rotation for each wheel. Both the front and rear axles are stainless steel, but Testor has included a spare threaded nylon front axle, for special racing conditions. It also allows free-wheeling.

The Honda howls through a corner like a modern day GP machine should, with very little drifting. Roadability is excellent!



The chassis is simple, light, and extremely strong. That big tin can really hustles the Honda over the road! The wheels are machined from aluminum. Tire sidewall detailing is good, with three-prong knockoffs securing the wheels.





The precision machined brass crown gear is by Weldun, a famous name in gears.



Want to use a Sports or GT body? Mount the extra brackets, included in the kit, in this fashion, and do it!

The Honda body is made of clear plastic. Two bottles of Testor's TCL lacquer come with the kit, which you have to admit, is unusual. The body detailing on this vacuum-formed shell is excellent, and the paint goes on easily, resulting in a magnificent looking GP machine.

The kit is really complete, and even contains extra body mounting brackets should you want to remove the GP shell

and go racing in the sports, or GT class. There is also an adaptor bracket to allow a smaller Mabuchi motor to be used, if you wish.

The Honda is a remarkable machine, offering really top-notch handling and excellent acceleration out of the corners. It is exceedingly easy to drive, with absolutely no vices. The beginning slot racing fan can use this car as a "starting car" because of its smoothness and road-

ability, yet the experienced hand can win with it because of these same features. It's a car for everyone.

With a few more cars appearing on the scene to bolster the 1/24 GP ranks, it looks like 1966 will be the year of the GP machines. And nothing could please the Thumb World more. When that happens, this Testor twister will be right at the front of the pack!

END.





SUMMER'S COMERS

Revell's mid-66 line up comes on strong with four pack-pacers that are going to be the-cars-to-catch-if-you-can.

By KEN MONADIO

■ you like 1/24 scale road racing machinery, you're going to really fall out of your tree when you try Revell's latest offerings! Those Venice veterans have stirred the competition pot thoroughly, and when the best ideas bubbled to the surface they scooped them up and poured them all into one smashing design!

Revell is staking their competition reputation on four cars, a Ford GT-40 roadster, GT-40 coupe, a Genie-Ford roadster, and a Lotus 30. All share a common chassis, and it's a good one!

These cars are available as a kit with pre-decorated, vacuum-formed body, or as a buildup. Take your choice.

Revell's magnificent vacuum-formed body shells need no introduction by this time. They are among the very best available anywhere in the world today. Detailing is needle sharp, and the plastic is crystal clear. Incidentally, body kits are available separately for a puny \$1.50, and come with decals and driver.

The frame used in this competition series is a lightweight aluminum stamping. Body mounts are integral, and the frame is a one-piece design. The wheelbase is non-adjustable. You can change the tread by buying a card of plastic axle spacers for 25 cents or so.

The motor is a 600-B Mabuchi, designated the "Red Streak". This is a "screaming stocker", or in other words, a motor that was carefully tested and selected from hundreds of motors. Naturally, requirements for a stock motor to earn the red streak label, are stiff! They must meet certain r.p.m. and torque figures to pass the test.

The axle used in these cars are thread-

ed stainless steel components, with a flatted space to assure positive seating and location of the set screw that is used in the spur gear.

Incidentally, the spur and pinion gear used are Revell's new teflon filled goodies. They are supremely quiet and smooth running, and should last darn near forever! Both lock securely in place with a socket setscrew. A wrench is included with the car.

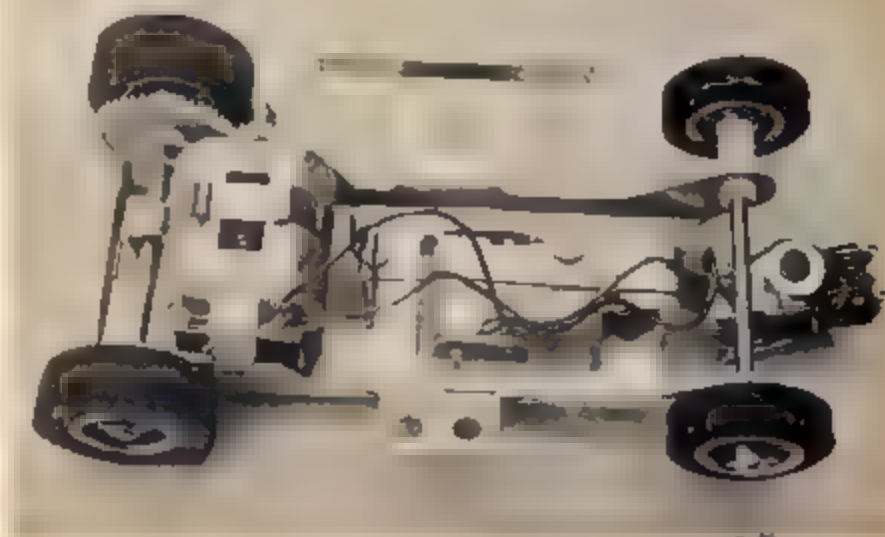
The cast mag wheels provided with these cars are astonishing examples of the advanced state of the model building art. They are truly beautiful. The tires are neoprene, and have tremendous traction. Unfortunately, someone goofed, as the front tires fit very loosely on the wheels, and require thorough cementing

to obtain satisfactory results.

The frame has a full-a-way pickup arm, and terminates in one of the finest guide shoes on the market. The motor wires and pickup brushes attach to the nylon guide shoe with a grip that won't let you down at an embarrassing moment. No, you don't even have to solder the wires if you don't want to!

The arm is kept on the job by means of a gloriously simple, and effective, slender spring. Tension is perfect, just as it comes out of the box.

The oddest feature of the chassis is that it is built "offset!" This clearly shows in the photos. Revell claims it aids weight distribution. Anyway, it seems to work, as the car handles superbly! The pickup arm is angled, in



All of these super-detailed cars share one common chassis — and it's good! The racing pickup terminates in a really fine guide shoe. Gears are Revell's new teflon filled goodies.

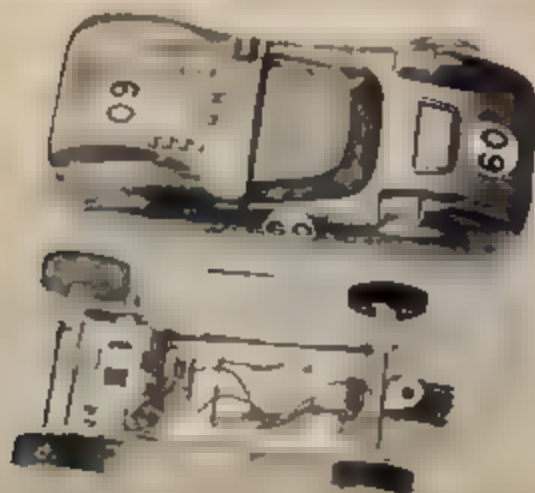
Revell stands tall in the saddle with these tough machines to back their boasts! Besides the Genie-Ford and Ford GT-40 roadster and coupe shown here, there's a Lotus 30 somewhere. We just couldn't catch it for a picture.

Here's a closeup of the muscle-buster that pushes these jewels over the road. That's the "Red Streak" 600-B can, Revell's newest. They're hand-picked for performance.





The pickup allows this much drop — just right for easy marshalling and good handling. Check that body detailing.



Each body is mounted to its chassis with the usual wire fasteners. There must be a more sanitary way to do it, but no one has found it yet.



Could you ask for more detailing in a pair of wheels? Simply smashing! The tires, however, could use a bit more. Traction on the other hand, is excellent.

order to place the shoe in the center of the chassis, where it belongs.

The tires could use more detailing, as all that appears on the sidewalls is the word "Firestone" (rear) and "Good-year" (front). Those rear tires are soft sponges, and offer excellent traction.

The front tires are (unexpectedly) very soft! This is highly unusual these days, as most high speed cars run very hard units. Still, performance is very good so they are evidently just the "ticket" for this particular chassis.

What a shame that this splendid body is mounted to the chassis with an ugly piece of wire. Yes I know, everyone mounts them this way, but it sure ruins the appearance of the car, in my opinion. There has to be a better way, without adding weight, as is the case if wood body mounting blocks are used.

Tight corners are negotiated easily, thanks to the individually rotating front

wheels. Tire scrubbing is considerably lessened.

All three cars come equipped with a 2.88:1 gear ratio (16 tooth pinion, 46 tooth spur) which is not the best all round ratio, in my opinion. When the car is geared this high, braking is non-existent, and the car whistles into the corners like a runaway freight train. Furthermore, acceleration suffers out of the corners. A better ratio would be Revell's 3.43:1, which consists of their R-3363 14 tooth pinion, and R-3362 48 tooth spur.

Driving the cars proved a real pleasure, as they are silky smooth in all respects. The shoe just never seems to lose contact with the slot, thanks to that excellent fall-a-way arm unit.

Considering the price (see chart) and the performance, these cars seem an excellent value, and you can hardly do better than that.

GENERAL

Scale: 1/24
Price: \$10.95 (kit) \$12.95 (RTR)
RTR or kit: Available both ways

CHASSIS

Frame type: One piece, formed aluminum
Wheelbase: 93"
(Adjustable?) No
Track front/rear: 85"/55"
(Adjustable?) No, but can be made so easily
Brake type: None
Pickup type: Swing
Tires used, front/rear: Soft ribbed Good-years. Soft sponge Firestones
Steering type: None
Front suspension: None
Rear suspension: None
Motor position: Sidewinder
Adjustable? No

POWER TRAIN

Motor type: 500-B, large Mabuchi (Designated "Red Streak")
Number of poles: Three
Gear ratio: 2.88:1 (16 tooth pinion, 46 tooth spur)
Gear material: Delrin

BODY

Material used: Vacuum formed
Detailing: Excellent ☒ Good ☐ Fair ☐
Painted ☒ Unpainted ☐

Adding a Glow to HO

HOW TO BUILD WORKING HEADLIGHTS FOR THE 'WEE' CARS

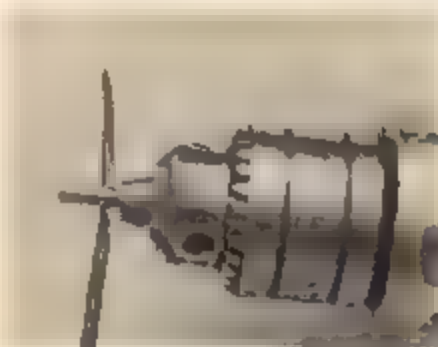
By GEORGE SIPOSS

It is quite simple to install lights in HO cars and fella, do they ever look realistic when the room lights are turned off and realism of the highest degree.

I used two 12-volt lightbulbs (grain of wheat type) connected end-to-end, in series if you want to be technical, and attached to the motor terminals. The lightbulbs were inserted into short brass tubes in order to throw a realistic thin, but long beam of light. The brass tubes featured a 1/8 inch inside diameter and were about 1/4 inch long. Drill two holes in the front of your car and cement the tubes in. Insert the bulbs into the tubes and then cement them in place as well. Keep the lead wires short, so that they don't get in the way. When the hand control is depressed, the beams come on nice and strong, and . . . that dark track is challenging you. Can you lap it at the same speed as you did during the day? Go ahead and try!



Since the fender area isn't thick enough to work with, drill out two holes for the light housings in the grille cavity.

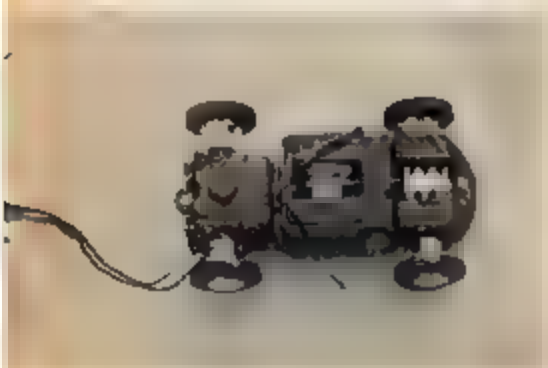


Short brass tubing will be used to produce a long, narrow beam of light. The inside diameter should be about 1/8 inch; length about 1/4 inch.



The tubes are inserted up front and neatly cemented in place. Next, add the two 12-volt grain of wheat bulbs and cement in place.

The lights respond to the action of the hand controller . . . off when the car stops; bright and strong when the 'wee' terror is tearing down the straight.



The lead wires should be trimmed to a workable length, connected end-to-end and then connected to the motor terminals.





THE MINI-TOOL WRIST KIT . . . OR: HOW QUICK WAS MY PIT STOP

Some Tough Thumbs may larf-n-snark at the thought of wearing a tool-carrying wrist thingie, but this happens to be a serious-for-real-type article. Honest!

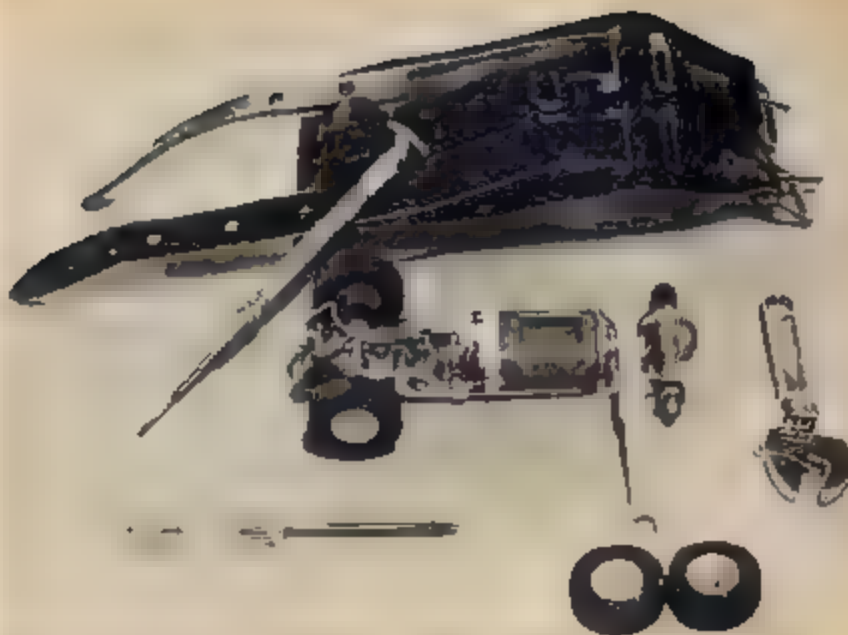
By JOE PUCKETT

When the pressure of spirited wheel-to-wheel racing forces you to bring your charger around and into the pits for some fine tuning adjustments, you don't feel like wading through the dark recesses of your slot box to find an elusive tool. When you need a wrench, screw-

PHOTOS BY PHIL WILLEN

driver, or a pair of wire cutting pliers, you need-them-NOW! It's quite possible you've been in a similar predicament more than once and face it man, you're too young for an ulcer!!

One typical week night, my family was gathered around the T.V. set while I was in the adjacent dining room trying to wind an armature despite all the noise. It was during a particular noisy part of the show that I saw an old favorite of mine, Gilbert Roland, starring in a colorful underwater spectacular. As customary, the dashing Mr. Roland was wearing his leather wrist strap . . . THE LEATHER WRIST STRAP, THAT WAS IT! In all the excitement of my brainstorm I almost rewound my armature to three volts! Now with a few modifications the leather wrist strap could be transformed into a handy dandy mini-tool kit that would be just as handy as my other arm.



When you're in the midst of some mad dash and have to make a frantic fix-it job, you don't want to go fumbling around for some out-of-reach wrench, huh?

The next morning, I grabbed my most important mini-tool and rushed down to the local drugstore. I selected a leather wrist support band selling for \$4.99. After making the purchase I cruised down to the neighborhood shoe repair shop where the kindly cobbler consented to stitch a tool holding looped strip of leather on my wrist strap. Each tool was fitted to its loop for fast draw, as well as quick return, which would be necessary for speeding up those pit stops.

The Mini-tool Wrist Kit looked so good on my arm I paid the somewhat perplexed cobbler his \$7.75, rolled down my sleeve and wore it home.



For less than a dollar, you can buy and convert a Gilbert Roland-type wrist band into a mini-tool wrist kit that will not only look tough, but will also carry four or five of your favorite fixers.



If you like giving the impression that you're a cool head who's really with it, sporting a rig like this is a sure bet for getting you at least a few stares . . . even if you never make a pitstop.

"THE GAS GULPERS ARE COMING!!"



BY GEORGE SIPOSS (Founding Father of G.P.S.R.)

Is this the beginning of a whole new scale-speed scene? Why not! The Gulpers are big, fast, and brutal. And they'll outpace anything on a high-speed commercial circuit. To show you doubters how they do it, here's the latest how-to from the MCS Idea Man.

Did you ever wonder why you got into this slot racing gig in the first place? The answer is easy . . . you like cars, plus the fun of competition. Also, don't forget about the realism, and all those detail thungies. Great stuff! However, when you stop for just a short thinking-minute, our little 'lectric slot chargers aren't really the personification of realism. After all, electric powered big cars went out about the same time as the

Stanley Steamer. Gas power is what's happening on the one-to-one scene nowadays! So if we want to go really realistic, doesn't it follow that gas has got to be given a try

Back in our July issue, we started experimenting with those big-scale gas gulpers from Cox. Converting them to controlled-racing on their own Cox outdoor track layout proved not only possible, but plain easy. The next and obvious question to pop up was could we make it handle a commercial slot track. The answer is YES!! Using Cox's Quiet Zone engine, we can race anywhere. The cars are terrifically fast and before we could even hope to run the cars on a slot track, we had to lower the top speed somewhat. Here is how we went about it.

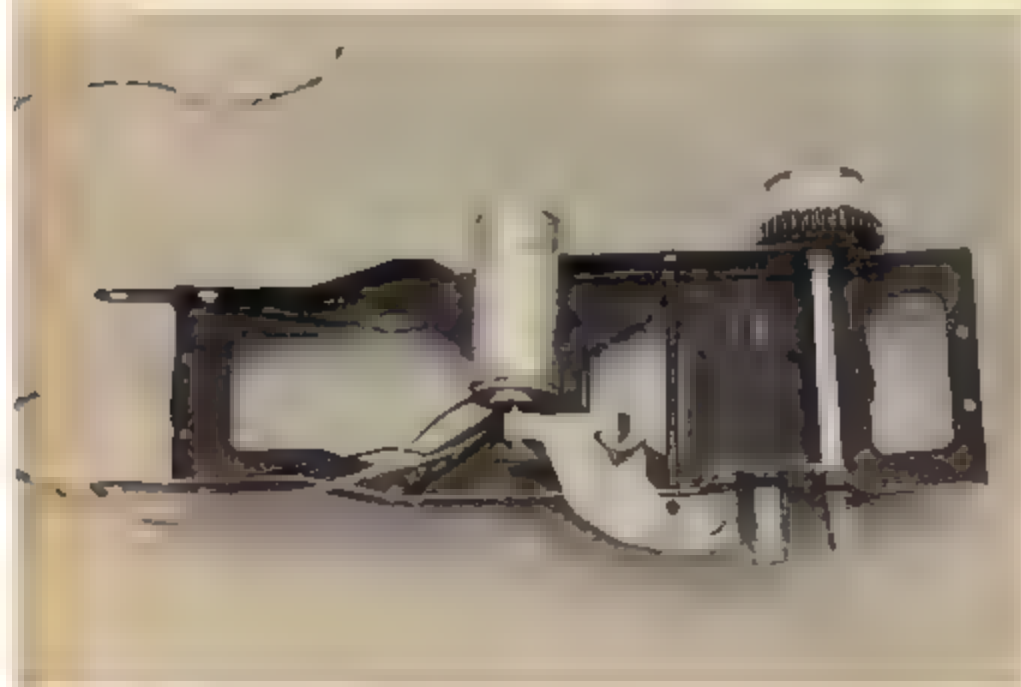
Two Cox chassis are used to make up one racer. The motor is first mounted on a chassis which is then cut off

just behind the rear axle and 3-1/4 inches in front of it. The gear side of the axle was altered somewhat by chucking it in a Unimat lathe (lacking that you may be able to do the job by sawing, filing and using an electric drill). The wheel part on the outside of the gear was cut off until only a small section of it remained strictly for the purpose of holding the black (large) gear. We purchased a small 12 volt solenoid in a war surplus store and mounted it on the front end of the shortened chassis. At this point, the motor was taken off and a 3/8 inch hole was drilled directly opposite the air intake screen in the center of the gas tank. The motor was then re-mounted.

We fashioned an arm out of sheet metal as shown in the pictures. This arm pivots on a long screw which is fastened in a suitable location on the chassis. One end of the arm is con-

In case you didn't know by now, anything is possible on the slot scene! Therefore, in answer to the doubters, here we go for a gas powered dash around a commercial track... watch out, 1/10" electric cars, here come the Gas Gulpers!

To begin construction of our latest version of the G.P.S.R., we're going to cut up (ouch!) a Cox Gas Car chassis. After positioning the motor, solenoid, bellcrank lever, and rear axle, trim the chassis as shown.



needed to the armature of the solenoid, while the other end is doubled back against itself and holds the rubber tipped end of a pencil. A spring, taken from an old ball point pen, is used to pull the arm towards the motor. The assembly is adjusted so that the rubber tip covers the air intake hole almost completely. Therefore, when the solenoid is energized, the rubber moves away from the engine allowing it to run at high speed. One more small job remained on this shortened sub-chassis. The wheel on the gas tank side was machined off (in the Universal lathe, but, in a pinch, you could patiently saw and file it to shape) as shown in the pictures. The chassis side of the wheel is backed up by an aluminum washer of the same size as the wheel. This short-chassis "subassembly" is now fastened on top of the actual chassis of the car by a small metal plate, which is held by screws to the engine mounting holes.

At this point, you will have to invest a few more cents in an "O-Ring." (Send 20 cents for each ring you want to Cal-State Seal Co., 10601 Acacia Street, Garden Grove, Calif. and specify part number 2-222 Compound # N-219-7.) Slip this ring over the machined-off wheel on the gas tank side, and over the gear on the left rear wheel of the car. The belt drive serves to reduce the top speed to something resembling a very fast slot car.

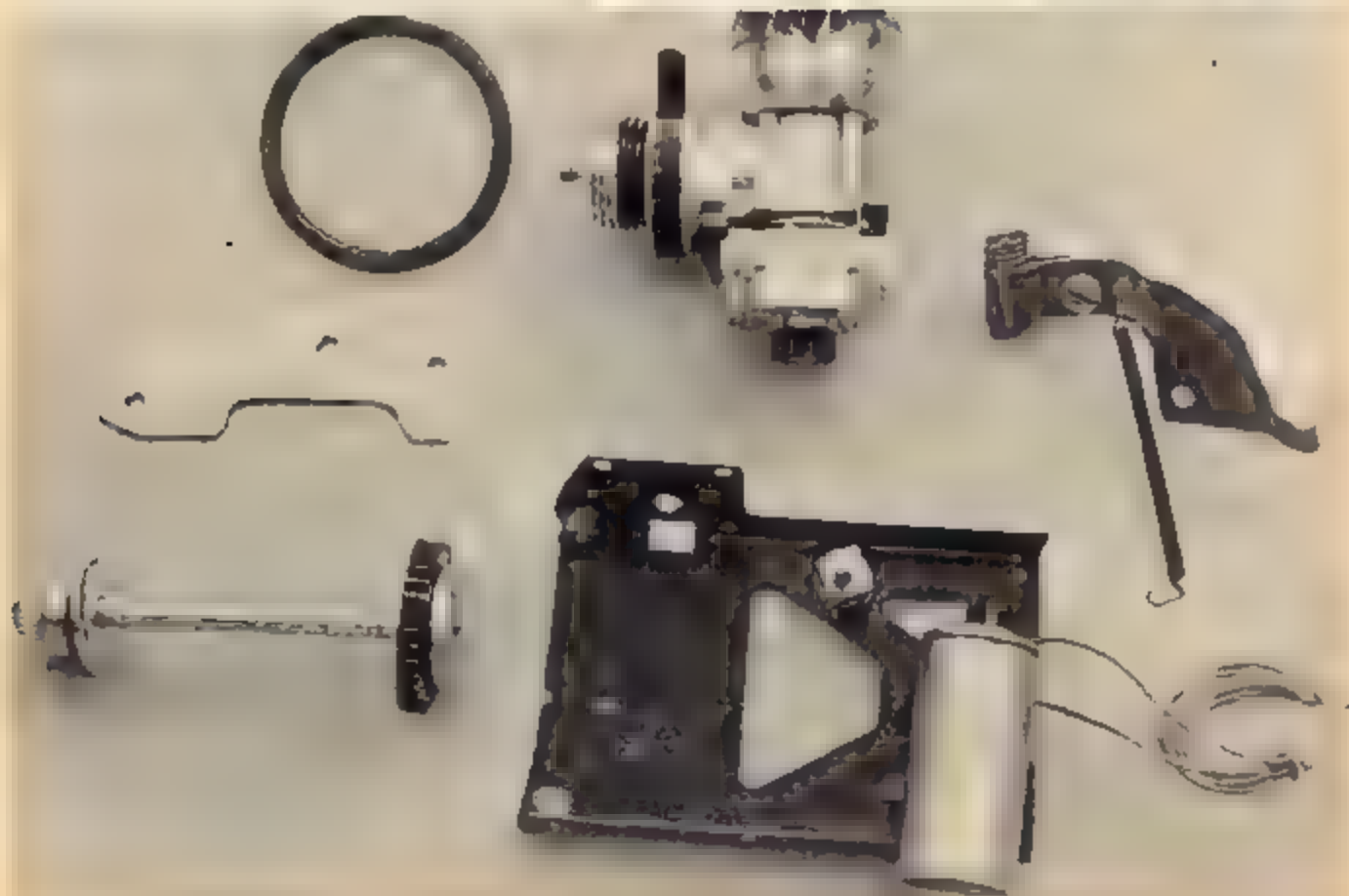
Next, mount an "L" shaped bracket to the front of the chassis and attach a regular slot car pickup flag assembly. Connect the two wires from the solenoid to the pickup and you're in business.

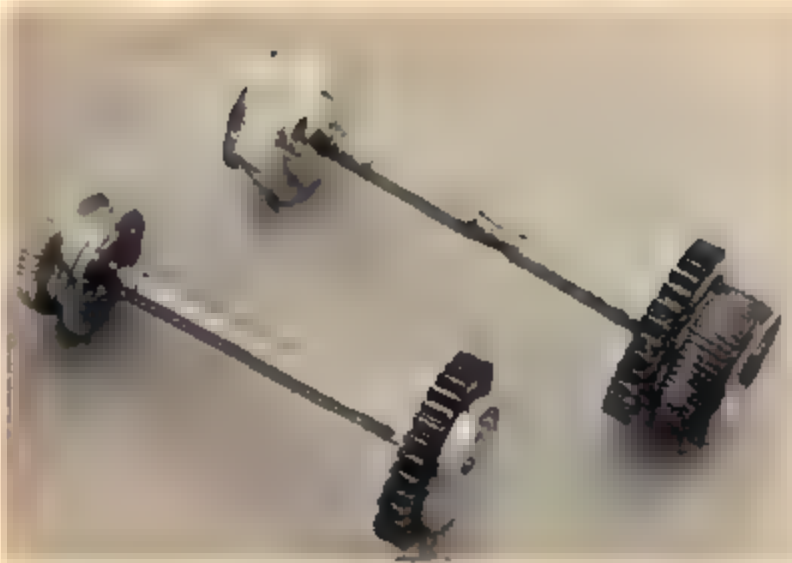
Start the car in the normal manner by spinning the large gear on the motor flywheel side. Adjust idling speed with the needle valve, and by positioning the rubber tip over the air intake hole. The rubber tip shuts off the air supply partially so that the engine runs rich and slow until, when the hand control is de-



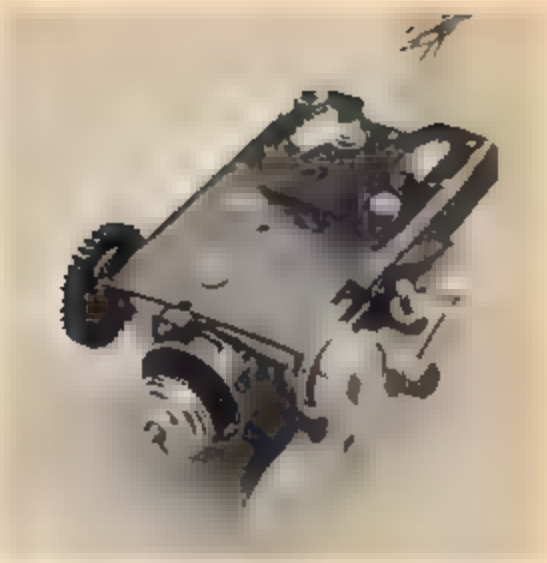
The next step after trimming the chassis is to drill a 3/8th-inch hole through the metal, directly opposite to the air intake valve on the motor.

Here are the parts to be assembled on the "short-chassis"; counterclockwise, there's the engine, O-ring, connecting plate, modified axle-wheel assembly, solenoid, and valve actuating arm (with pencil tip and spring).

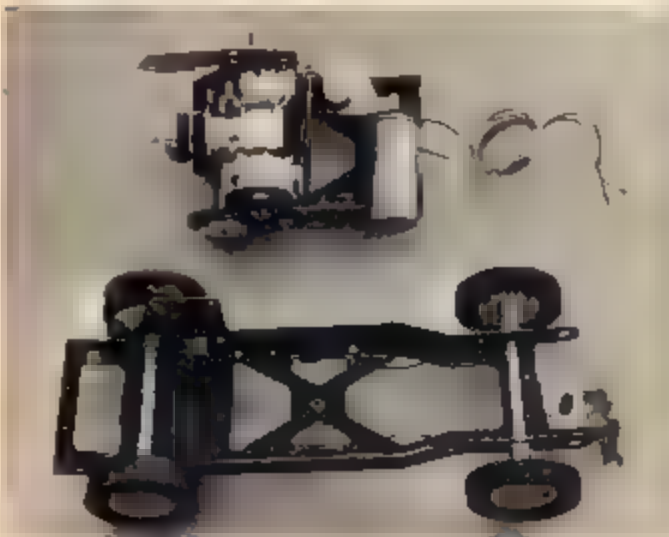




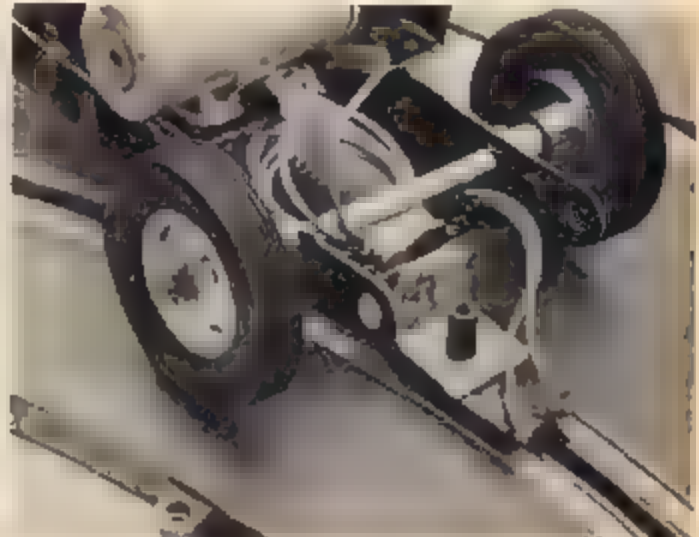
To modify the axle (bottom, left), the wheel on the gear side has been trimmed down to a small disc; the other wheel has a groove cut into it for the O-ring drive belt.



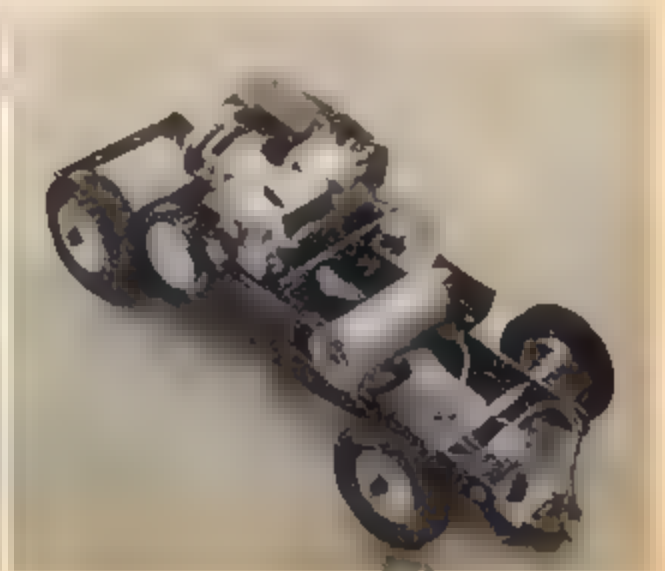
Bottom view of the completed and assembled short-chassis ... on the right, near the grooved wheel, a rubber pencil eraser is used as a valve cover for the air intake hole.



The short-chassis assembly will be mounted on a stock Cox chassis, which has been fitted with a pickup by means of an L-shaped metal bracket.



Here you may be able to get an overall idea of the assembly. The connecting plate holds the two chassis together, while solenoid controls engine air intake with bellcrank lever.



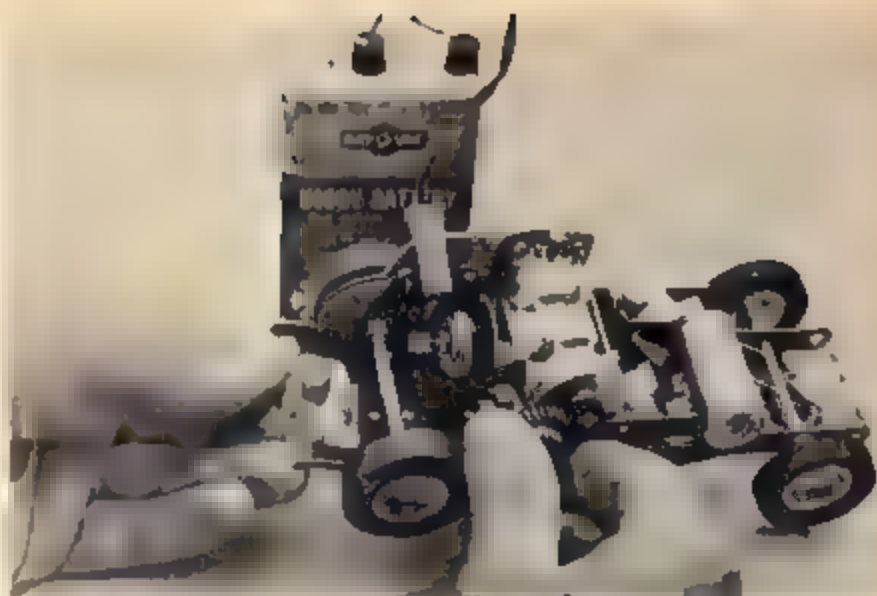
pressed and the solenoid is energized, the air port is uncovered and the motor comes up to speed.

Yes, the car will run on regular slot tracks. It is best, however, to obtain the owner's permission for this, since some oil will be deposited on the track surface. Basically the driving technique is the same as with electric slot cars. The car moves fairly slowly until you press the hand control at which time it takes off like a scared cat. The most ideal place to run the car is on high speed ovals or figure eight courses, since its speed is really high for a tricky road course. For lightning quick reactions, it is best to use a simple on-off switch in place of the resistor-rheostat commonly used for slot cars. On an ultra high speed course, the shortened chassis and gear reduction unit do not have to be used. In order to keep the motor cool, I did not use the grille and the windows supplied in the car kit.

Here's hoping that there will be some real organized competition for gas powered-electric controlled cars. They can be run on a dragstrip as well, but the best place for them is outdoors on a large track. The muffler can still be left in place and the sight of six or eight of these cars buzzing around a track should make anyone's heart beat faster. Perhaps if some of you write to Mr. Cox, he will start manufacturing these little devils and inject new life into slot racing's veins.

Oh yes, tell them "George" sent you. That'll make the "boy-editor" appreciate me a little more!

Starting up a C.P.S.R. Bomb is basically the same as with other mini-gas engines; however, spin the large gear on the right side and not the rear wheel. Then, snap on the body . . . and it's off to the action!





When the Ominous Hulks, local baddies, decide that night to womp Little Orval just because he was a good guy little did they know snark snark that it was them what was going to get royally aaced!

Yes, faithful readers, once again your ever-clever and underpaid word-benders at the MCS Clubhouse have thrown together yet another of their very funny strange-to-believe-it-type stories. Ha, ha! You may not like it, but at least it helps fill up the space between the ads!

It was the kinda night any real straight arrow Hot Thumb just about hungers for. Maybe you know the scene I'm talking at you about . . . where the local slotville track hogs (the finks who nerf for fun) get royally aaced by an otherwise nothing-looking kid. Beautiful! Beautiful! Well, this was that kinda night. And it finally happened.

The place was a scurvy little race-adrone, on the road out of Tough, California, near the western edge of the Great American Desert. A real low class hangout, built with prefabricated dirt and second-hand band-aids. Right away, a guy could tell that this wasn't the kinda slot shop you'd want to race at, let alone tell your folks about. I mean, could you imagine telling your dear, sweet mother: "Hey, Ma, if you want me, I'll be down at the scurvy dump tonight!"

Well, this was the place where the

THE LEGEND OF LITTLE ORVAL AND HIS MAGIC TWANGER

hard-to-believe-it legend of Little Orval was born. The night it happened, the only people (you should pardon the expression) standing around inside all belonged to the Ominous Hulks Slot Racing Team (OHSRT). There were three of them, just standing around, breathing on the imitation asphalt track to soften it up. Each wore a black imitation vinyl driving suit and carried a grey and black painted Lola GT, with dirty faces drawn on the front with brown and yellow crayolas.

Ever since the OHSRT had started hitting the place pretty regularly, the owner had the smarts to stay at home and write it off as a tax loss. Which meant, of course, that the Ominous Hulks were without proper adult supervision. And, obviously, this was bad news. Pretty soon, they developed all sorts of unsavory and antisocial habits, like parking their cycles on the side-

By JOE PUCKETT (author of "MCS May Be Pure Drivel, But You Can't Knock The Price!")

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During the little kid's 12 hour enduro (which was wrong - causes that'd keep him up past his bed time) the OHSRT track hogs started pullin' a lot of nasties, like elbow-poking and spilling Orval's glass of milk!

walk, slamming the door, and talking with food in their mouths, the kind of things that would make you really wonder what's happening to the younger generation in Tough.

And so, finally, this particular night comes around. While the Hulks are toolin' their three dirty Lolas around the circuit kinda cazz, suddenly the door opens and in walks this nothing-looking kid . . . all dressed in white vinyl, with a black, Batman-type glove on his right hand. Now in his left hand, he's got this wood slot box finished in real gold leaf, and firmly fastened to a kandy maroon metalflake skate board. A typical, everyday-type of pre-teen American youth: the kinda kid you can find by the hundreds around any shopping center in Southern California. I mean, he was so ordinary that you could put him in a room all by himself, and there would be like still nobody in there.

Well, when the kid walks in, the Hulks are caught by surprise; mainly because they're not used to being in the same room with somebody uncurvy. However, quickly regaining their composure, they immediately agree among themselves that here is a real dorkus, a live one! And without hesitation, they dare him to a 12 hour enduro, on the condition that he foot the bill for the track time. And, although this will keep him up past his bed time, Little Orval agrees.

"Say there, dork, what's your name?" asked the rat faced leader of the Hulks. To which Little Orval replied nicely, "Well, actually, my given name is

And then it happened! After 11 hours and 45 minutes of being treated like some dorky kid, Orval had had it! Yeah! Off came his dumb lookin' glove, to reveal his . . . gasp! . . . high-powered, magic Controller-Twanger!

Little Orval, but all my good friends call me Chicken!" Without any great mental effort, you can probably imagine the rather light hearted response this prompted from the Hulks. For a good fifteen minutes they just stood there staring, with their tongues hanging out. Then, for forty-seven minutes they banged their heads against the wall screaming with laughter. Little Orval just stood there all the while, smiling like the dumb kid anybody would've thought he was.

Finished with his laughing, the leader of the Hulks wiped away the tears of sheer joy from his goffered eyes. "Let's get this thing going, huh, Chicken?" To which Orval replied, "I'll be just a moment." The two other Hulks spoke up in unison, "We got the center three lanes, wid youse on the outside". Orval merely nodded while he set his box down and opened the lid. "Look" said the smallest of the Hulks, "He's still wearing that glove on his right mit!" "Yeah," snarled the rat-faced Hulk, "before the next twelve hours are done with, he'll be growling on it!". Meanwhile, Orval casually hooked up his controller and took out the solitary car from the golden box. Somewhat excitedly, the littlest Hulk stammered, "What's he runnin'? What is it? I can't see what is it I can't!"



Like the good kid he was, Orval smilingly replied, "It's a Ferrari 330-P3, running a gear ratio of 4-to-1 and powered by a sidewinder (bleep!) 17-volt motor". He didn't even get to explain that it had been rewound to 1-1/2 volts, before the Hulks started the same laughing routine.

Now with their confidence ready to break out all over the place, the Hulk leader laid down the rules: "This is it. Twelve hours, with no holds barred, and when I say go, GO!" And with this, all three of the OHSRT's went, jamming their controller buttons down hard. Orval, understandably taken aback, trailed by eighty feet into the first turn.

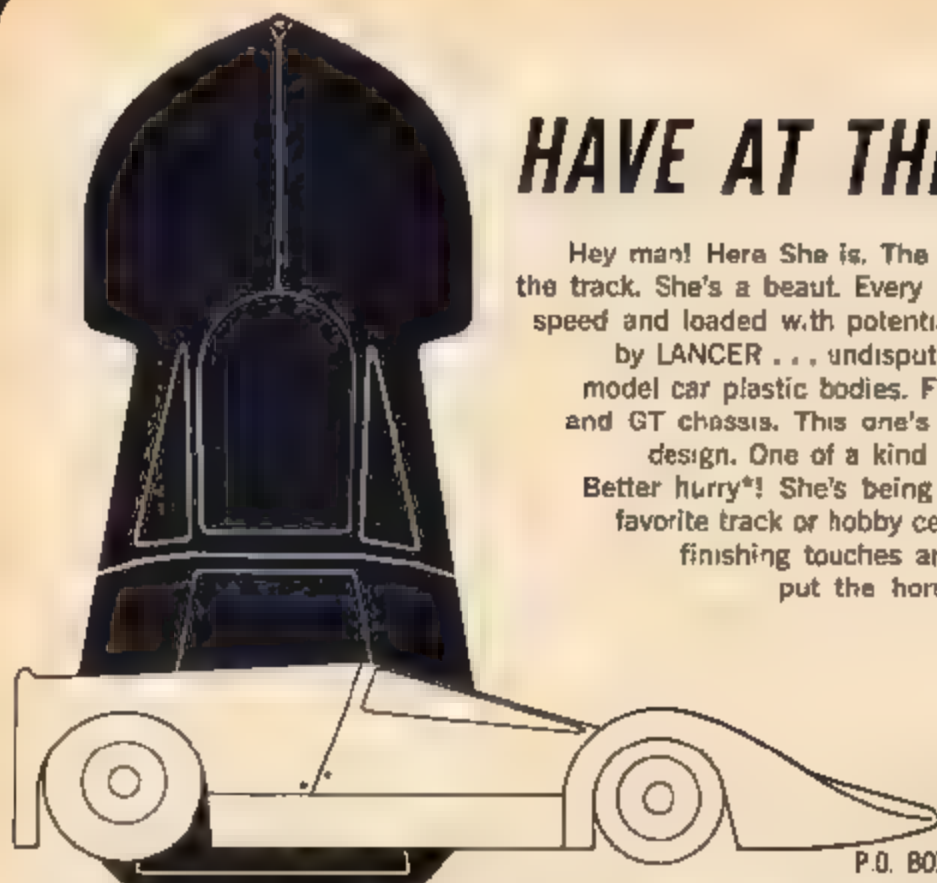
At the one-hour mark, Orval had planted his Ferrari smack behind the ruling Number 3 grey and black Lola. The hard-pressed smallest of the Hulks stammered, "He's on me youse guys, I'll block him." Which is what he did by purposely drifting his rear wheels out on a hard right.

The head Hulk snarled through his inflamed adenoids, "Why don't you use your right thumb, Chicken, the glove might help!" Little Orval, unshook, merely tripped the controller button and surged past the last dirty Lola on the straightaway. And for the next three hours, the positions remained unchanged.

Then, well into the sixth hour, Orval began to press the second place car. The Number 2 driver of the Tho, his controller clenched in perspiring, trembling hands, fought to hold off Orval's hard-charging Ferrari. Through the esses, Orval closed to within inches of the Lola and then shot past. The second dirty Lola, in desperation, pressed harder and harder, 'til they were again neck and neck. The third Lola, which had been lapped and relapped, now loomed directly ahead.

Orval, not to be thwarted by any move blocking maneuvers, wedged his Ferrari past Lola number 2 in the hair-pin turn, and with another burst of speed, shot by the third Lola for the umpteenth time. Lola number 1 was now a mere 180 feet ahead.

At the eight-hour mark, Orval had lost ground to the lead car, mostly because he'd made a pit stop to change brushes and tires, and to finish the cookies and milk his sweet mother had given him. The littlest Hulk had been lapped over 200 times, and had retired from the action . . . but wasn't quite through with his sneaky tricks. Quietly he pushed the huge team-slot-box behind the head Hulk's control station and pulled out two long cables, which he connected to the positive and negative power poles. Then he pressed a button marked "For extra dirty use only." A high pitched whirring sound swelled



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from the now vibrating carryall as the head Hulk's car took off like nothing you've ever seen before.

In the eleventh hour, Little Orval was being lapped like nobody's business, with no hope of catching up. The Hulk's slot box vibrated 'til it was almost a blur, and the leader's controller glowed red-hot. Burning minutes sweated by, 'til only 15 remained. Then without warning, Orval stopped his Ferrari cold! A strange glassy look filmed over his otherwise innocent eyes, as he laid down his controller and began to tug one finger at a time on the glove of his right hand.

The Hulks, their eyes glued up the kid, watched with a vague feeling of uneasiness as the glove was removed.

The Ominous Hulks had to try like anything, just to keep up with the Great Orval, as he twitched his golden Twanger. In fact, they tried too hard! With a big BLAM, everything-and-body went up in a mighty CAROOOOOMM!

Then with a blinding burst of unrelenting light, Little Orval revealed... ZOT... his magic, golden Controller-Twanger! Obviously impressed, the Hulks gave out with a collective GASP! Almost in complete panic, they watched as Orval began to plunk his magic Twanger over the controller button. The Ferrari was really moving out now, fella! Even the decal numbers were being ripped away by air friction, which is kinda hard to believe.

This was it! With no strain at all, Orval made up all his lost distance and roared past the finish line in a trice, which is pretty fast. The Hulks had been had... or... what is known in the racing circles as royally aced. This, however, is not the end of the legend of Little Orval. You see, as Orval was making a few victory laps, the head Hulk lost control and started framing all over the place. Anyway, with a big BLAM, the O.H.S.R.T slot box went up in a wild CAROOOMM!

When the smoke cleared some time after, there wasn't nothing left, not even Orval. But don't get shook, 'cause

about that time the townspeople started to do some checking. To their amazement, there wasn't any kid in all of Tough, or anywhere near abouts, known by the name of Little Orval, or Cluckin. According to the records of the local Pound, there was some scant mention of a 39 year old peabrain called Medium Irving. Plus 13 generally undesirable named Stupid, and even one kindergarten drop-in known as Getoulahere.

And seeing as it would be rather hard to believe that a little, nothing-looking kid like Orval would come to Tough from far away all by himself... folks started figuring that Orval wasn't maybe human. Like maybe he came from a special place, like the federal government or somewhere. And like if wherever bad guys gather to ruin an otherwise scurvy-but-nice slot racing place, that's where Little Orval just might show up.

Anyway, that's how the legend started. And, if you should happen to find it rather strangoly-to-believe-it, just try taking on some nothing-looking kid. Believe me, you're going to get so nced!



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LITTLE INDY SCREAMER

If you're a faithful 1/32nd scale scene fan who thought sadly . . . that all the action was going the 1/24th route, fear no more. Here comes your new hero

By RAYMOND HOY

That eerie silence you are experiencing, is the "calm before the storm."

We're about to enter a new era in slot racing, and I predict that this gorgeous 1/32 scale screamer that you see in the photos will be the prime-mover behind this small revolution.

The revolution will be going counter clockwise! Why? Because that's the way *Indy cars* travel! It *chums*. That's what

(Continued on page 64)



The "dim line" two piece aluminum frame is lightweight, but no cheapie job. Pickup is a non-fallaway unit.



Replace that less-than-great gear with a serious competition crown and you're half way home. The TC-32 can, however, is really metal-muscle!



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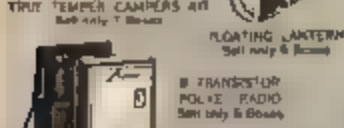
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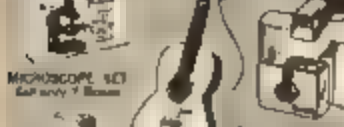
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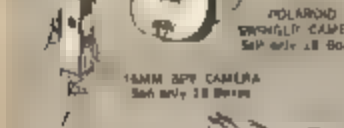
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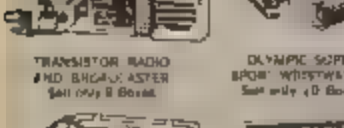
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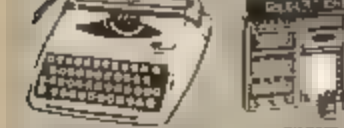
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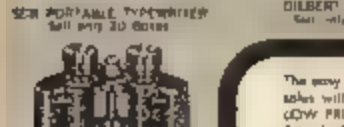
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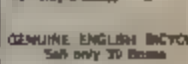
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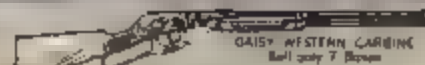
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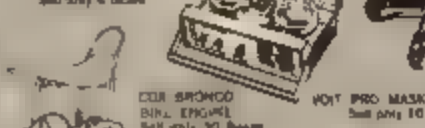
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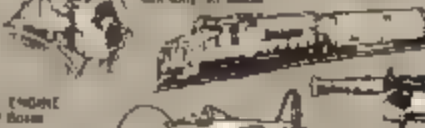
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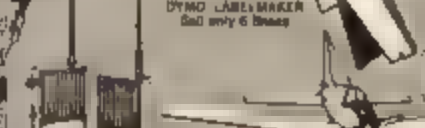
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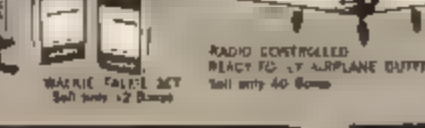
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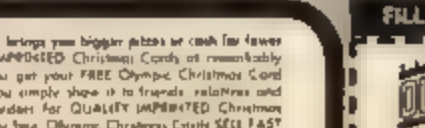
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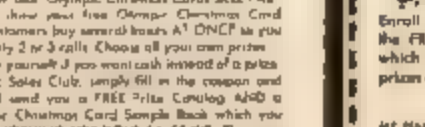
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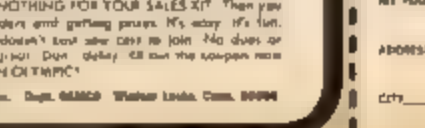
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this revolution is all about! A move to Indy-type races!

Strombecker has just released the Lotus 38, Jim Clark's Indy steed, and it's just something else! All of the beauty, speed, and authenticity you could ask for, is in this great kit, and for only (would you believe?) \$5.95!

Strombecker's Indy Lotus is going to be a really tough competitor to beat, thanks to the use of their already-famous TC-32 can motor, one of the fastest production units in the world, and a really well engineered, two-piece aluminum frame.

The pickup is a non-fallaway unit, made of Delrin. The motor wires attach to the shoe quickly, as the braided pickup brushes are pre-drilled and the motor wires terminate in metal clips, also pre-drilled. You don't have to strip wires, tin them, and then struggle with tiny screws.

The shoe, however, is just too long! Trim about 1/4" off the length, and it's just right.

The Strombecker engineers have left breathing room for the TC-32 at the bottom of the frame. This is an often overlooked spot. Without this opening, the can motor can heat up pretty quickly.

Like most other constructors, Strombecker did not leave room at the front, for wheel bearings. Although bearings really are not needed in front, I still like to add them to my own cars. Maybe they don't help that much, but every little bit helps. And surely, they can't hurt the performance.

Tires could use more sidewall detailing, especially since they're so prominently displayed. Traction is good, even proud, when the track is clean.

Shaboom! What a machine! The "Indy Revolution" has even reached into the slot racing ranks. That's Mr. J. Clark's Lotus 38!

Although the tires are good from a performance point of view, they could use more sidewall detailing. Again, this is a common complaint, but a complaint, nevertheless. It would add a load of personality to the car.

The can motor is really clamped firmly in place, in this frame. Too bad about that sad little stamped metal gear that is found in all Strombecker kits! My advice is to load it in your slingshot and propel it out of sight! There are many good competition gears on the market, and they're inexpensive too. Don't hesitate to buy one right away, if you intend to do some really serious motoring.

The injection molded body, however, is great! Detailing is superb, right down

GENERAL

Scale - 1/32
Price - \$5.95
RTR or Kit: Kit

CHASSIS

Frame type: One piece, formed aluminum
Wheelbase: 96"
Adjustable? - No
Track, front/rear, 57/68"
Adjustable - No, but can be made so easily
Brake type: None
Pickup type: Non-fallaway with guide shoe
Tires used, front/rear: Medium treadless/
slicks
Steering type: None
Front suspension: None
Rear suspension: None
Motor position: In-line
Adjustable? - No

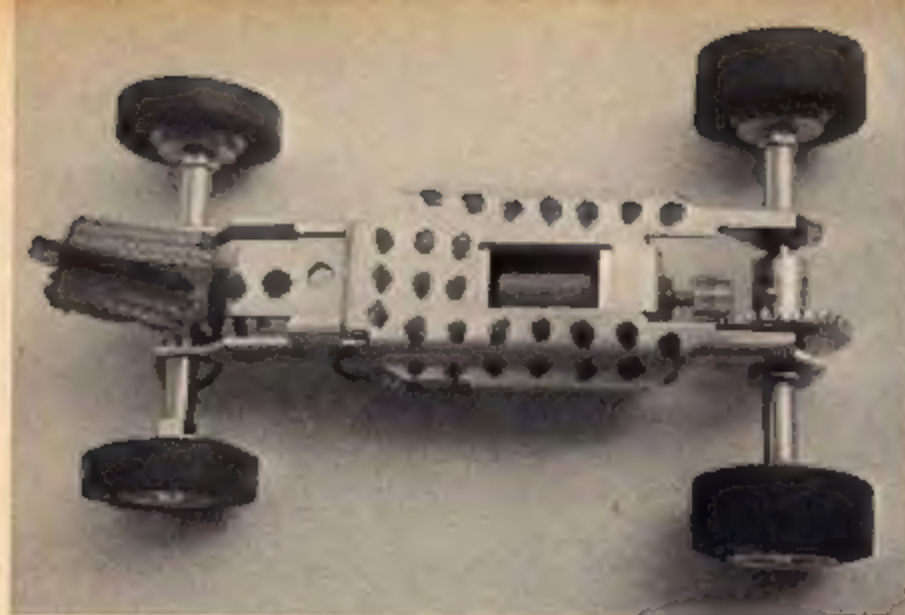
POWER TRAIN

Motor type: "Tincan" Strombecker manufactured, medium size, designated "TC-32,"
Number of poles: Three
Gear ratio: 9.2:1 (10 tooth pinion, 32 tooth ring)
Gear material: Stamped metal

BODY

Material used: injection moulded
Detailing: Excellent ☒ Good ☐ Fair ☐
Painted ☒ Unpainted ☐





The frame could be lightened considerably. These markings, drawn on, show where holes could be drilled with safety.

to the last rivet. The "basket of snakes" exhaust system is molded in bright yellow, and the suspension system leaves nothing to be desired.

You can build the Lotus 38 with straight fuel injection stacks, or with ram tubes. The real Lotus 38 used both methods, so Strombecker gives you your choice.

And bless their hearts! The boys in Strombecker's underground, blast-proof design studios, have provided extra long mounting pins on the body accessories. In case you live in Eastern Slobovia, or are a model railroad nut, this means you can *heat seal* these goodies in place, instead of using glue. It's *much* stronger.

With proper attention to painting and assembly, this car is a real "looker". What about performance?

Keep the rear tires perfectly clean and dry, and this baby bustles! Get them dirty and watch out! It's like a pig on ice skates! This, of course, holds true

for nearly every competition machine.

What impressed me about the Lotus 38, is its absolute velvety smoothness! This car really handles! You can get ham-listed to a serious degree before it rebels.

Acceleration out of corners is blinding. Braking is laughable, and there's really no cure short of power brakes. If you use a can fella, you just live with it!

Incidentally, a 4:1 ratio seems to be the answer for most circuits.

This machine just cries for a class to race in. And they're on the way, people! Hang on! The "Golden Era of Indy" is coming to slot racing!!

END.

Suspension detailing is superb. All body accessories are heat-sealed too; keeps the bits and pieces on in a roll-over.

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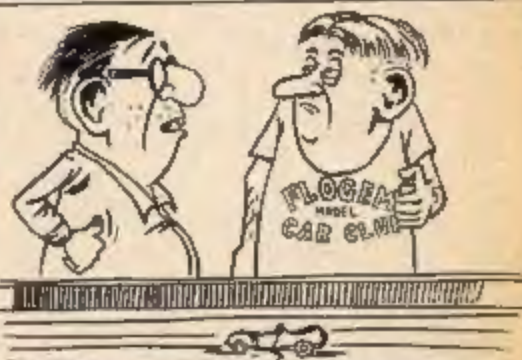
"OK, but just remember ... for \$5.95, I ain't no Jim Clark!"



"And everytime I squeeze the trigger ...!"



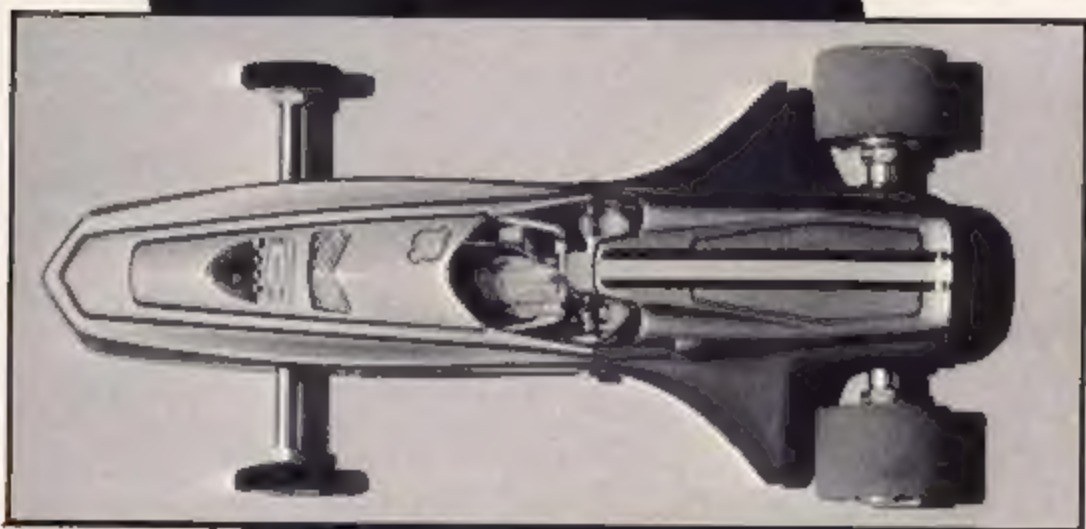
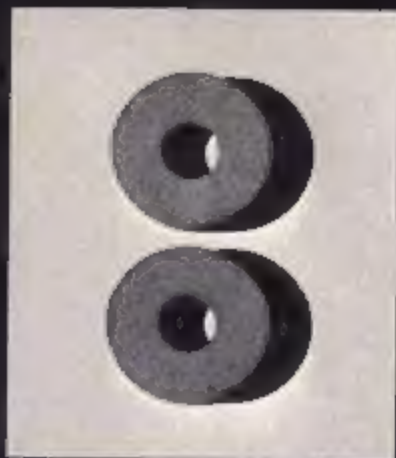
"Say, Harv ... did you just hear somethin' go 'choo-choo?'"



"It's OK by me if you want to race your shoe, but how about next time wearin' a pair of socks!"

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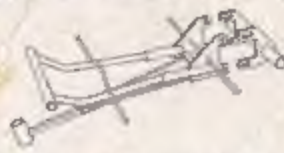
Using a Cox semi-fab chassis takes the tedium out of scratch building. Gets you on the track faster. Will it also step up your performance? Cox thinks so, because these brass chassis are built with jigs not available to the average builder. They're absolutely true! Each size of tubing was also carefully checked out for strength-to-weight ratio. And the c.g. is low — you'll swear the chassis would slide right under a turtle. Check that out in your next race. ■ Using a semi-fab also lets you concentrate on the adjustments that means speed. The wheelbase of each chassis is adjustable. Gear ratio of all but one is adjustable. The swinging arm (a bit of perfection) is fully adjustable. There is not much more a chassis can do for you — except provide the body mounting which is full four point. ■ See if you don't find it more interesting to work with a semi-fab — tonight!



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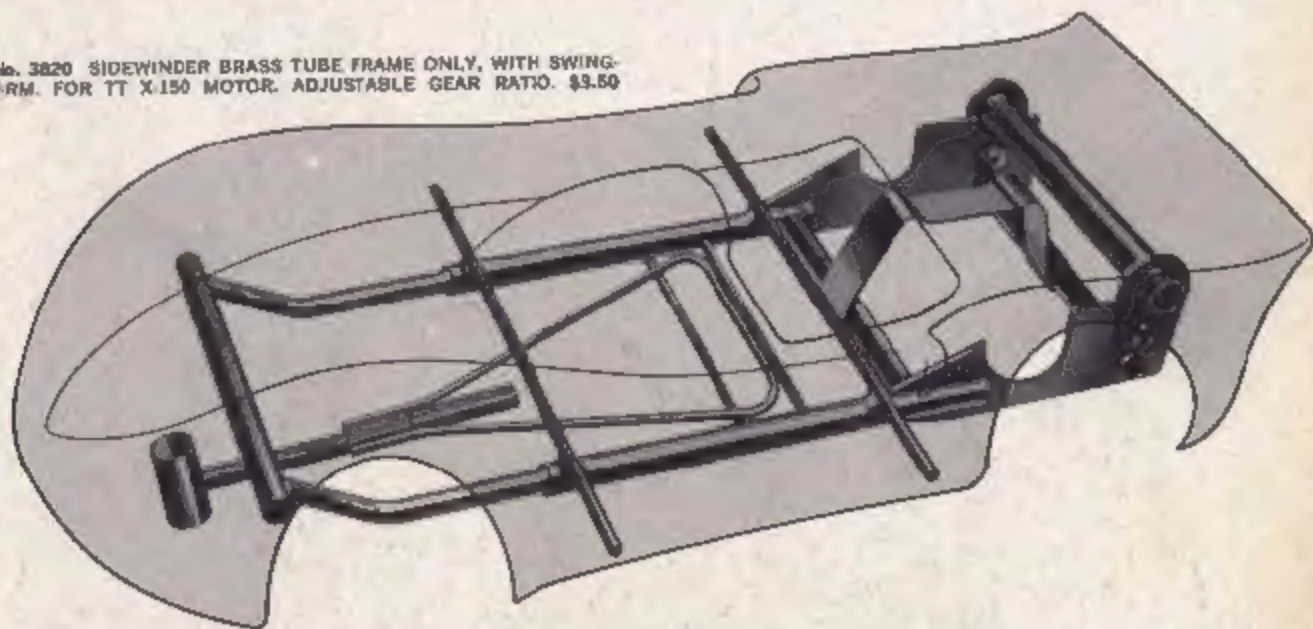


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